Owner's Manual Supplement

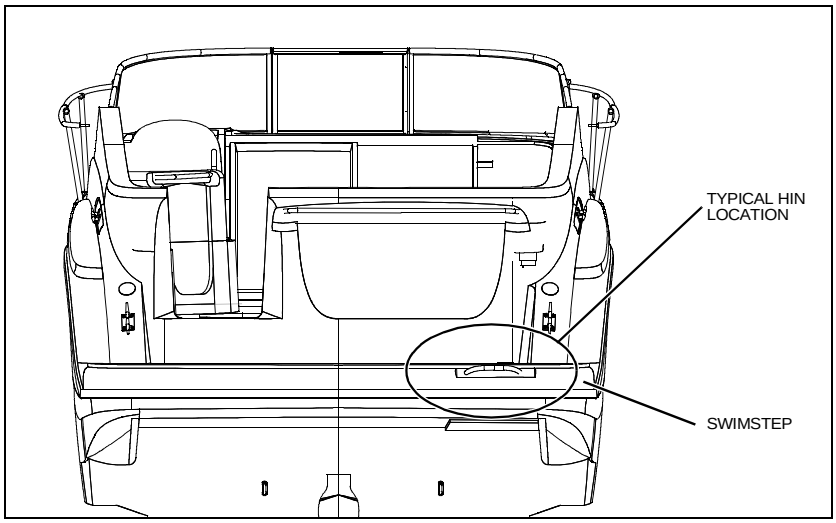
2700 SCR Sun Cruiser

MAXUM

Engine Serial Number:_____

Hull Identification Number:_____

The Hull Identification Number (HIN) is located on the transom. Record the HIN and the engine serial number(s) in the space provided above. Please refer to the HIN for any correspondence or orders.



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This document is to be returned upon request to Maxum.

Congratulations and welcome aboard your new Maxum Sun Cruiser!

Thank you for choosing our product. Maxum is committed to the goal of building the highest quality products in the marine industry and to providing the finest after-the-sale support in the world.

Maxum has instituted an ongoing **Total Customer Satisfaction Program**.

The guiding principles of this program are:

- Design, build and support the finest marine products in the world, in every market we serve.
- Be personally and individually responsible for the customer's total satisfaction.
- Remember that every customer has a choice, and we want them to choose Maxum!

Welcome to the Maxum family. We are looking forward to serving your boating needs, now and in the future!

CONTENTS

Chapter 3: Electrical Routings

Appendix A: Limited Warranty

Chapter 1: Welcome Aboard!

This owner's manual supplement provides specific information about your boat that is not covered in the owner's manual. Study the owner's manual and this supplement carefully. Pay particular attention to **Appendix A: Limited Warranty** in this supplement. Keep the owner's manual and this supplement on your boat in a secure, yet readily available place.

Dealer Service

Make sure you receive a full explanation of all systems from the selling dealer before taking delivery of your boat. Your selling dealer is your key to service. If you experience any problems with your new boat, immediately contact the selling dealer. If for any reason your selling dealer is unable to help, you can call us direct on our customer service hotline: 360-403-0274 or send us a FAX: 360-403-4235.

Boating Experience

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, you must obtain handling and operating experience before assuming command of the boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: http://www.usps.org
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: http://www.cgaux.org

Outside the United States, your selling dealer, national sailing federation or local yacht club can advise you of local sea schools or competent instructors.

⚠ WARNING!

***CONTROL HAZARD!* A qualified operator must be in control of the boat at all times. *Do not* operate your boat while under the influence of alcohol or drugs.**

Engine & Accessories Guidelines

Your boat's engine and accessories were selected to provide optimum performance and service. Installing different engines or other accessories may cause unwanted handling characteristics. Should you choose to install a different engine or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your boat again.

Please be advised that certain modifications to your boat can result in cancellation of your warranty protection. Always check with your dealer before making any modifications to your boat.

The engine and accessories installed on your boat come with their own operation and maintenance manuals. Read and understand these manuals before operating the engines and accessories.

NOTICE

When storing your boat please refer to your engine's operation and maintenance manuals.

Safety Standards

Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built. Some of these standards were mandated by law, all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to reading this owner's manual supplement, read the owner's manual and all accessory instruction sheets for important safety standards and hazard information.

⚠ DANGER!

PERSONAL SAFETY HAZARD! Do not **allow anyone to ride on parts of the boat not designated for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.**

Structural Limitations

The transom platform is designed to be lightweight for proper boat balance. The load limit for this platform is 30 pounds per square foot, evenly distributed.

Qualified Maintenance

⚠ WARNING!

To maintain the integrity and safety of your boat, only qualified personnel should perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.

Failure to maintain your boat's systems as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death. Follow the instructions provided in the owner's manual, this owner's manual supplement, the engine owner's manual and all accessory instruction sheets/manuals included in your boat's owner's packet.

Special Care For Moored Boats

If moored in saltwater or fresh water, your boat will collect marine growth on its hull bottom. This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat. There are two methods of slowing marine growth:

- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
- The hull below the waterline was painted with anti-fouling paint by the factory. Occasionally you will need to re-paint it with a good grade of anti-fouling paint.

NOTICE

- **To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, we recommend the application of an epoxy barrier coating, such as INTERLUX, *Interprotect 2000E/2001E*. The barrier coating should be covered with several coats of anti-fouling paint.**
- **Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.**

Hazard Warning Symbols

The hazard warning symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. Read these warnings and follow all safety instructions.

⚠ DANGER!

This symbol alerts you to immediate hazards which WILL cause severe personal injury or death if the warning is ignored.

⚠ WARNING!

This symbol alerts you to hazards or unsafe practices which COULD result in severe personal injury or death if the warning is ignored.

⚠ CAUTION!

This symbol alerts you to hazards or unsafe practices which COULD result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE

This symbol calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.

EXPLOSION HAZARD!

OPEN FLAME HAZARD!

HOT HAZARD!

ELECTRICAL HAZARD!

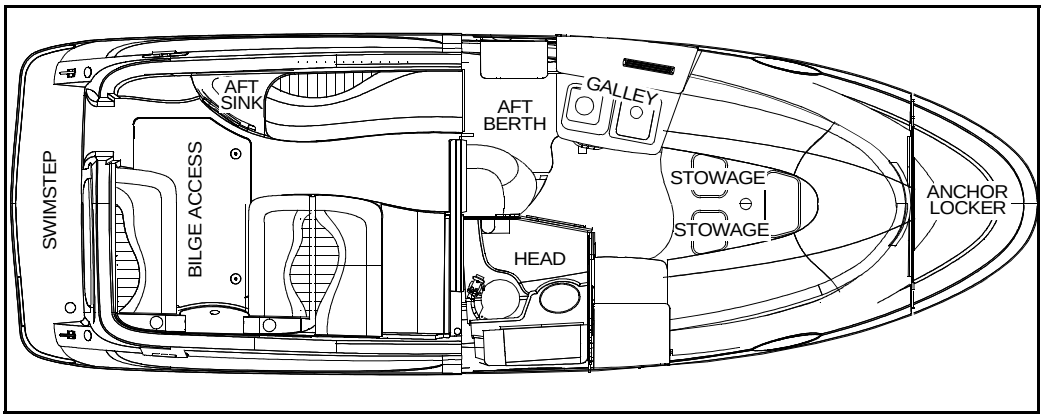
PERSONAL INJURY & FALLING HAZARD!

ROTATING PROPELLER HAZARD!

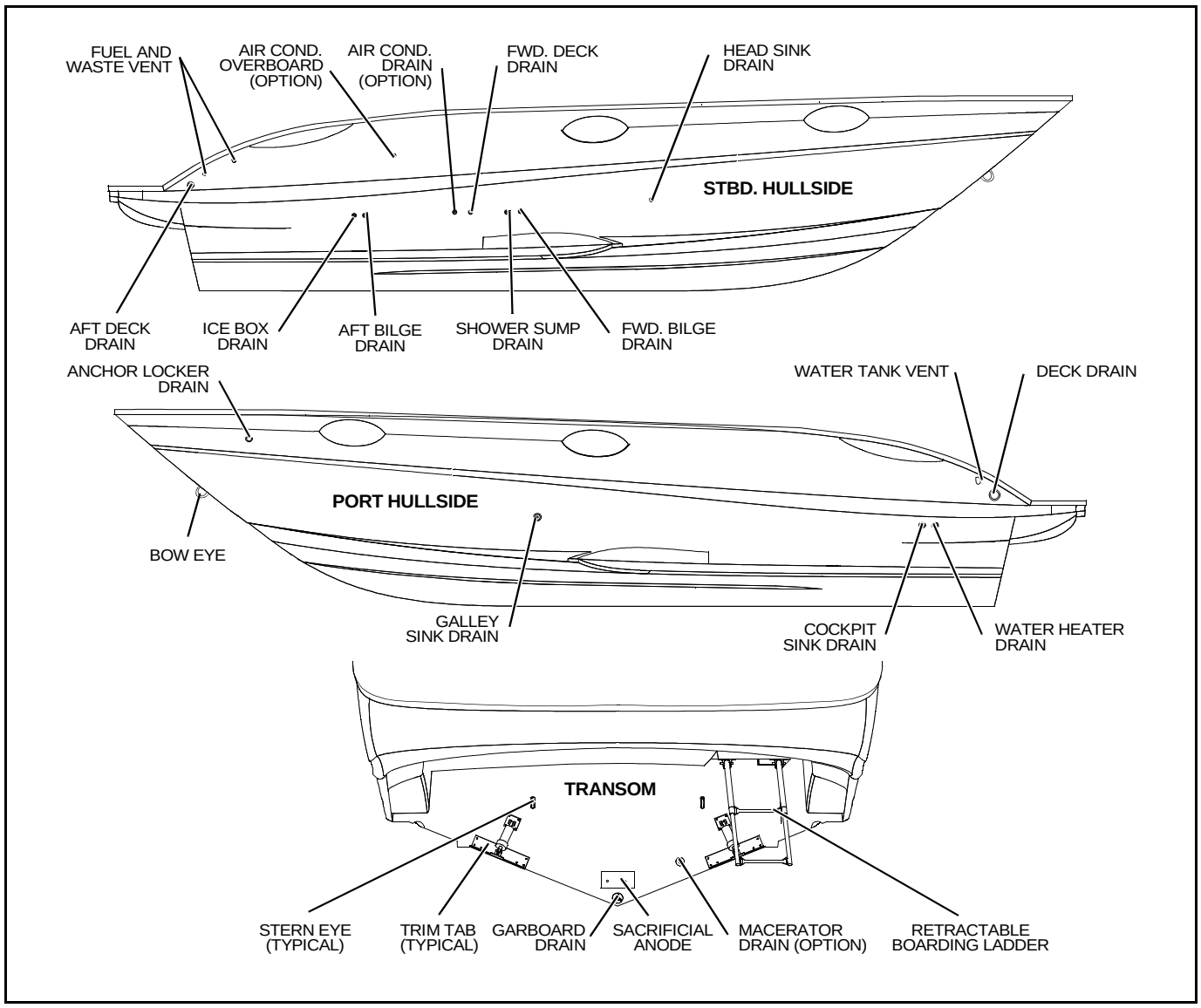
Chapter 2: Features & Systems

Specifications

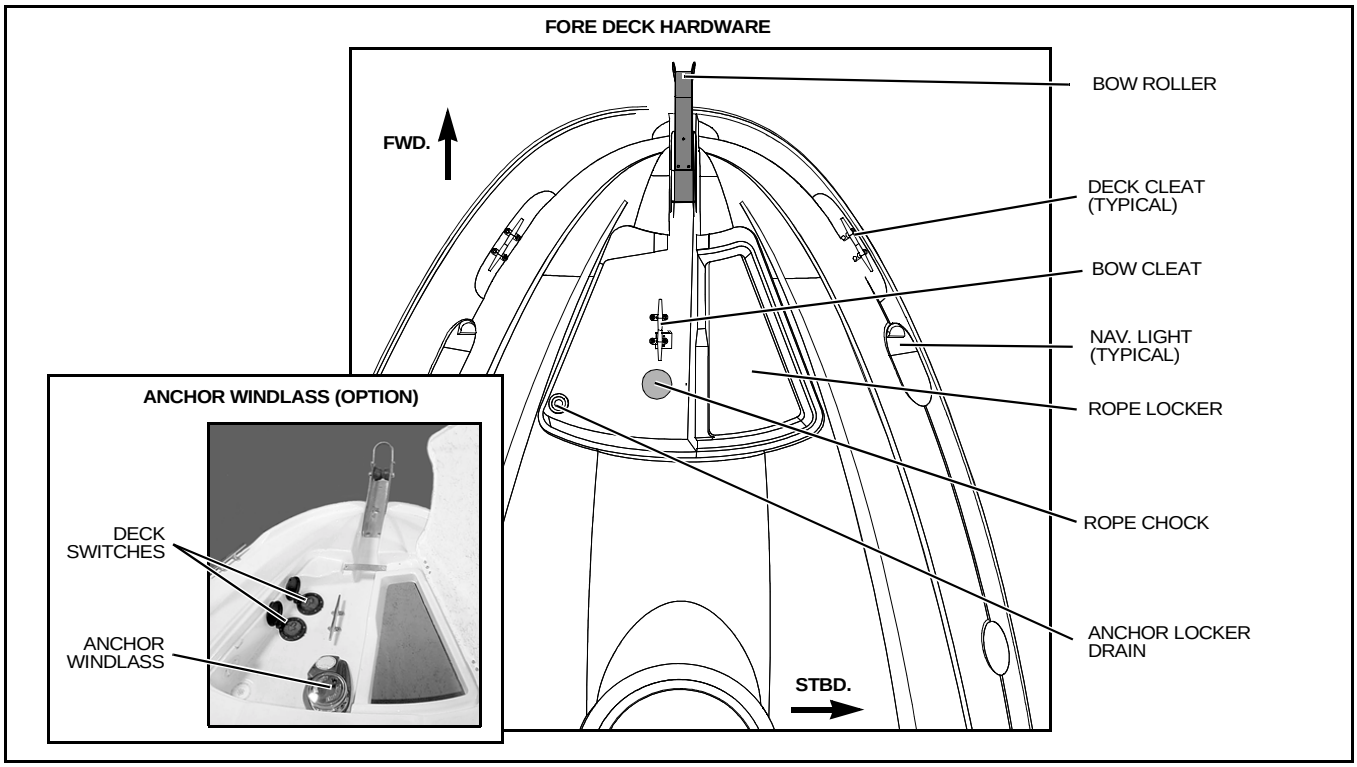
Overall Length- 28’ 0"
Length Rigged- 29’ 2"
Weight- 7475 lbs.
Beam- 9’ 6"
Draft Hull- 1’ 10"
Draft Max- 3’ 2"
Bridge Clearance- 7’ 3"
Fuel Capacity- 89 gal.
Waste Tank Capacity- 20 gal.
Freshwater Capacity- 30 gal.

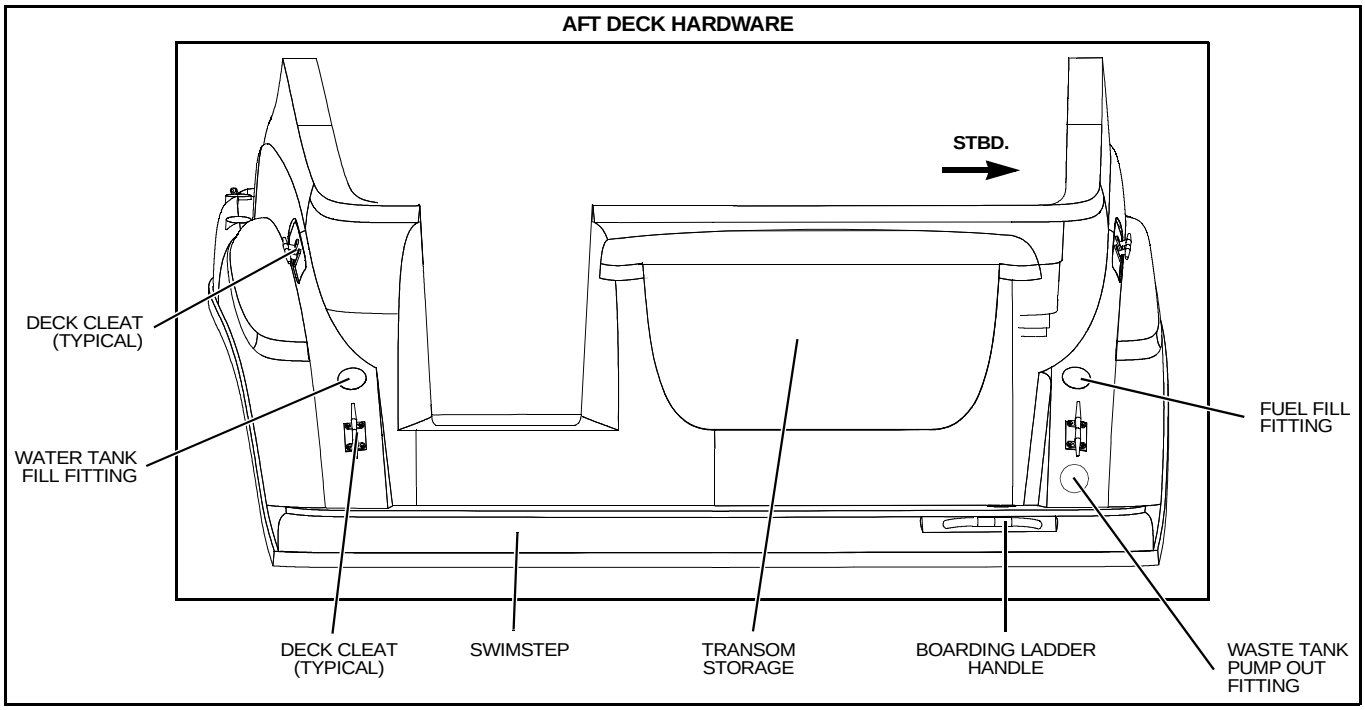


Hull and Transom Hardware



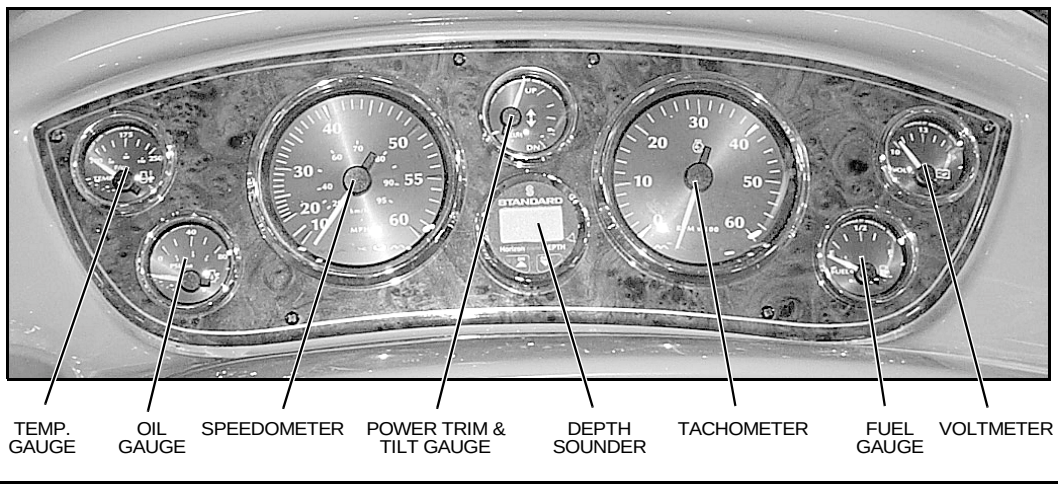
Deck Hardware



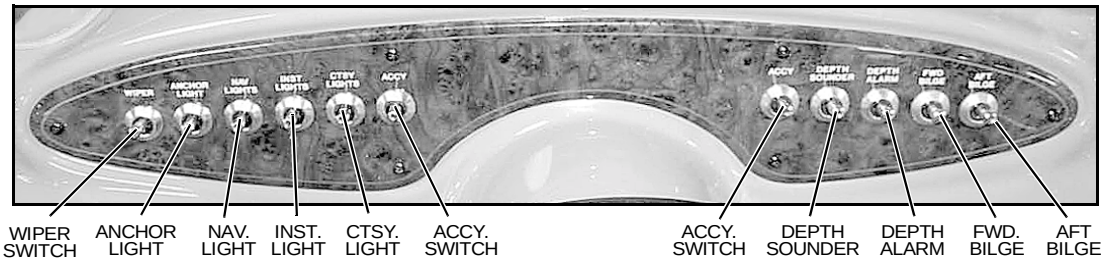


Helm and Instrument Panel

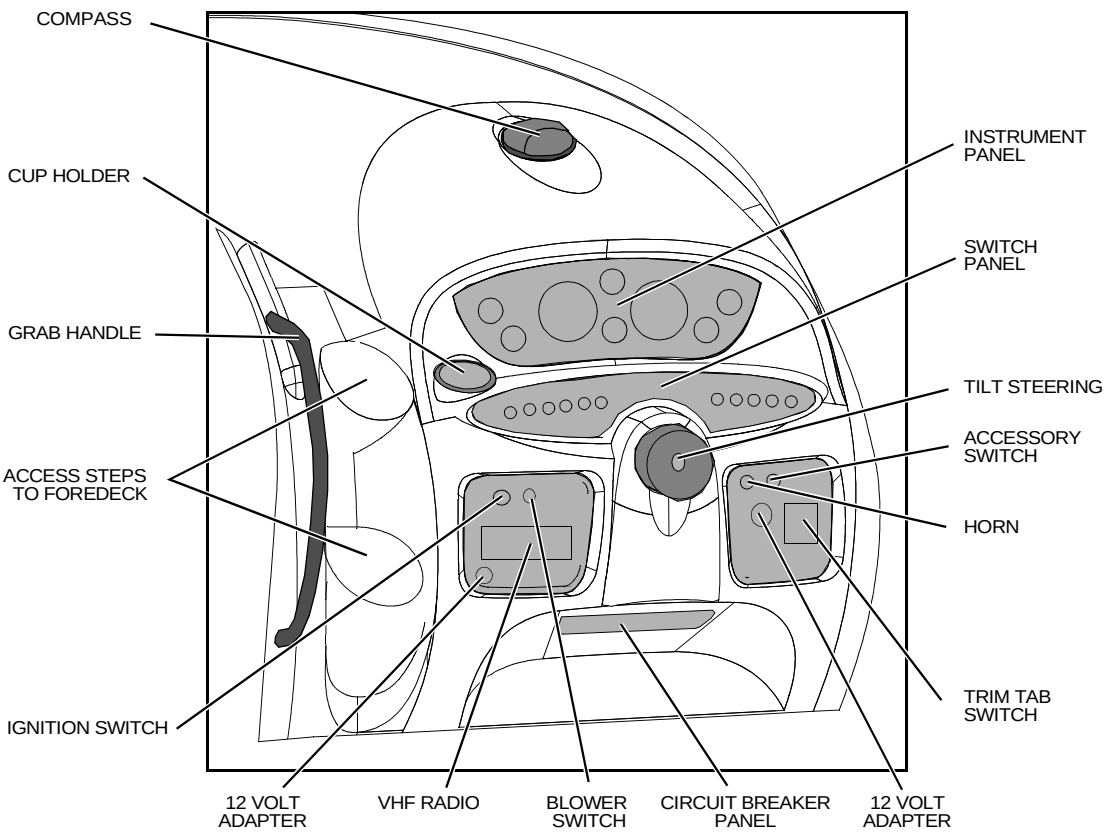
INSTRUMENT PANEL



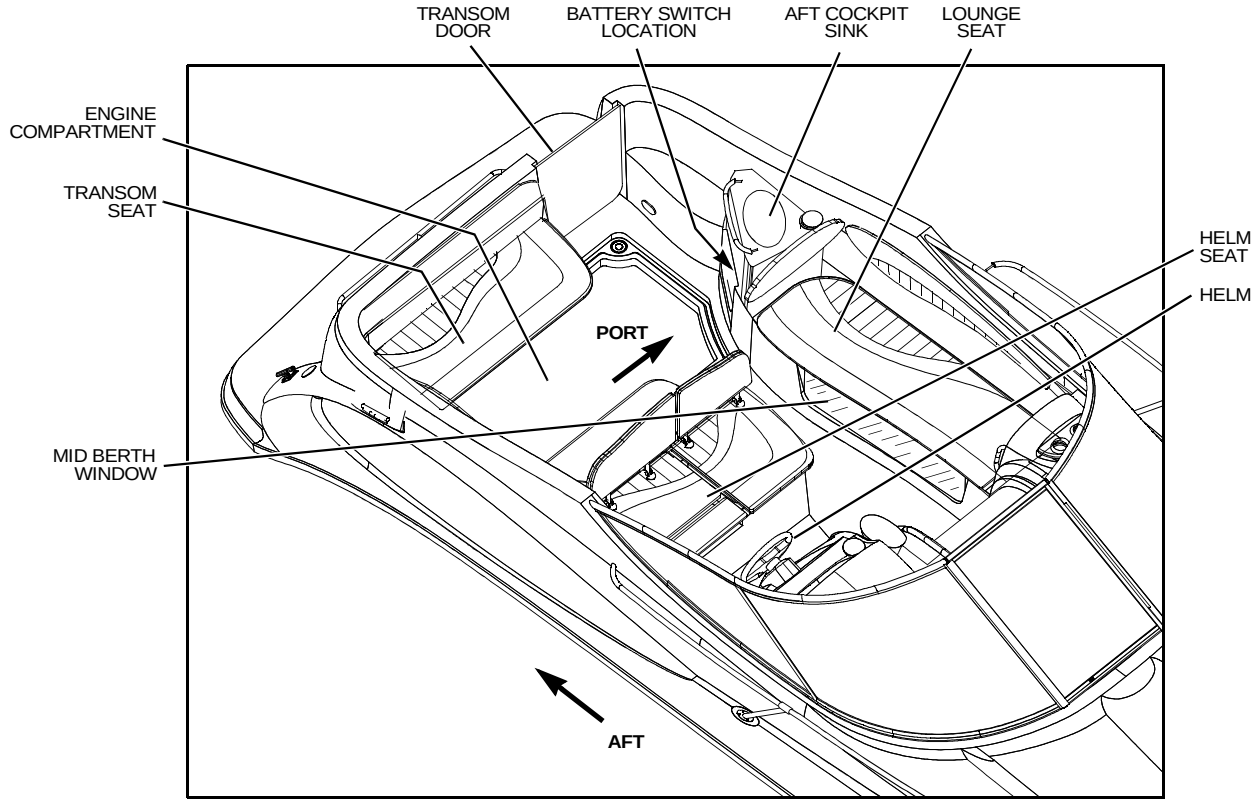
DASH PANEL SWITCHES



VIEW OF HELM



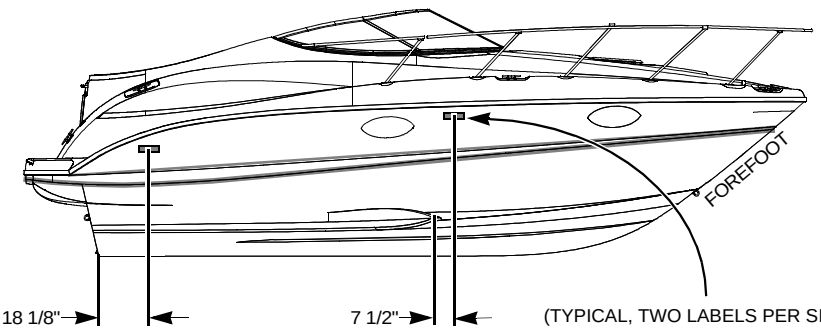
Cockpit Features and Hardware



Boat Lifting

- Always follow the lift equipment's instructions and requirements.
- If water is present in the bilge, pump water out of the bilge areas *before* lifting your boat. Excessive amounts of bilge water can shift and change the balance of the load.
- When lifting your boat, always position the lifting slings at the fore and aft sling label positions.

Lifting sling positions shown on this drawing are typical for port and starboard sides.



⚠ CAUTION!

PRODUCT OR PROPERTY DAMAGE HAZARD!

- **When lifting any boat, always use a spreader bar. The spreader bar must be equal to the width of the boat at the lifting point.**
- **Lift slings may slip on the hull. Avoid serious injury or death by securing the slings together before lifting.**

Electrical System

Thoroughly read and understand this section, the electrical sections of the owner's manual and all accessory manuals included in your boat's owner's packet. Wiring schematics are provided in Chapter 3 of this supplement.

⚠ DANGER!

EXTREME FIRE, SHOCK & EXPLOSION HAZARD!

- **To minimize the risks of fire and explosion, *never* install knife switches or other arcing devices in the fuel compartments. *Never* substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.**
- ***Do not* modify the electrical systems or relevant drawings.**
- **Only qualified personnel should install batteries and/or perform electrical system maintenance.**
- **Insure that all battery switches are in the OFF position before performing any work in the engine spaces.**

⚠ WARNING!

FIRE, OPEN FLAME & EXPLOSION HAZARD!

- **Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidently ignited. Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel. Always operate the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.**
- **Minimize the danger of fire and explosion by not exposing batteries to open flame or sparks. It is also important that no one smoke anywhere near the batteries.**

⚠ CAUTION!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!
***Never* disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.**

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep all electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

NOTICE

Since the batteries on your boat were dealer-installed, the battery switch positions listed on the next page may vary. Make sure you've had a full explanation of battery switch operation from your selling dealer.

12 Volt DC System

Fuses and Circuit Breakers

The engine is protected by a large circuit breaker located on the engine. The accessories are protected by circuit breakers on the battery switch panel and by the accessory circuit breakers located below the steering wheel. Wires are color-coded to indicate which accessory each circuit breaker services. Some items, such as radios and bilge pumps, may be fused individually at the unit. Autofloat switches are fused at the battery.

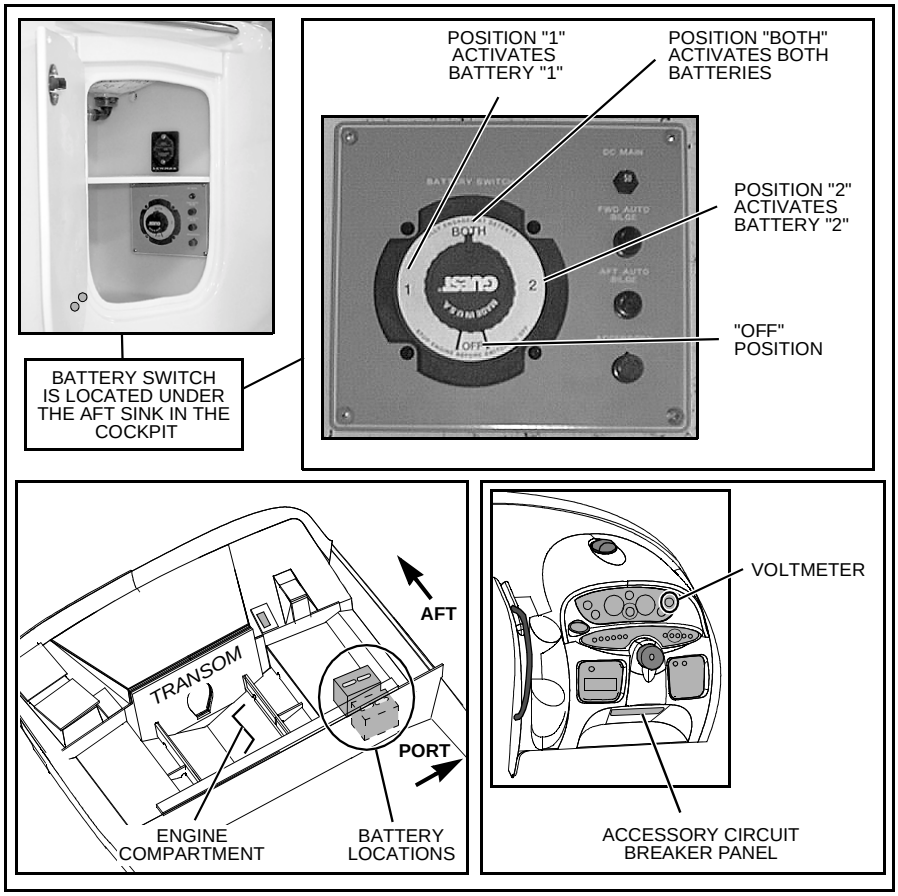
Batteries

The batteries, located on the port side of the engine compartment, supply electricity for lights, accessories and engine starting.

The Electrical section of Chapter 7, in the Owner's Manual, provides battery care and maintenance instructions.

Battery Switch

The battery switch (located under the aft sink in the cockpit) has four positions (see photograph on right);



- Position "1" - Battery "1" provides power for engine starting and accessories. Battery "1" (only) will be charged by the engine alternator when the engine is running at high idle or faster.
- Position "2" - Battery "2" provides power for engine starting and accessories. Battery "2" (only) will be charged by the engine alternator when the engine is running at high idle or faster.
- Position "BOTH" - If batteries are low, provides power for engine starting from both batteries. The "BOTH" position also allows the charging of *both* batteries by the engine alternator when the engine is running at high idle or faster.
- The battery switch should be switched to the "*OFF*" position whenever the boat is left unoccupied for long periods of time.

Table 1: Battery Switch Positions

Battery Switch Position	Engine Starting	Accessories and Lights	Engine Alternator	Battery Charger
POSITION "1"	Battery "1" Provides Starting Power	Provides Power From Battery "1"	Charges Battery "1"	Charges "BOTH" Batteries
POSITION "2"	Battery "2" Provides Starting Power	Provides Power From Battery "2"	Charges Battery "2"	Charges "BOTH" Batteries
"BOTH" POSITION	Both Batteries Provide Starting Power	Both Batteries Provide Accessory Power (not advised unless engine is running)	Charges "BOTH" Batteries	Batteries will *NOT* Charge Properly

Battery Charger

Your boat is equipped with a battery charger. You must read and understand the battery charger manual before using the charger.

- The battery charger will charge the boat's batteries whenever the boat is plugged into 120 volt shore power.
- For proper charging; turn the battery switch to any position *except* "BOTH".

⚠ CAUTION!

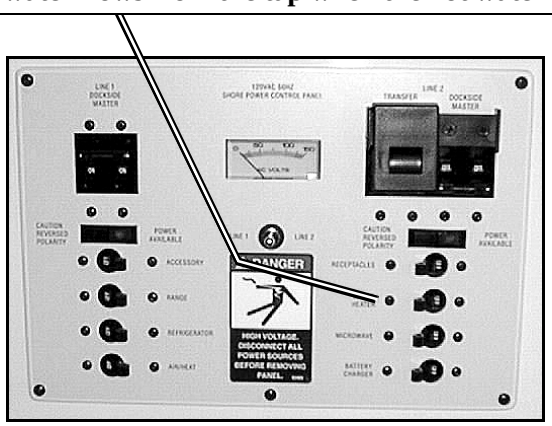
- **The battery charging systems (alternators and battery charger) are designed to charge conventional lead-acid batteries. Before installing gel-cell (or other new technology) batteries, read and follow the battery charger's operating instructions.**
- **Loose battery cable connections will damage your battery charger and your boat.**

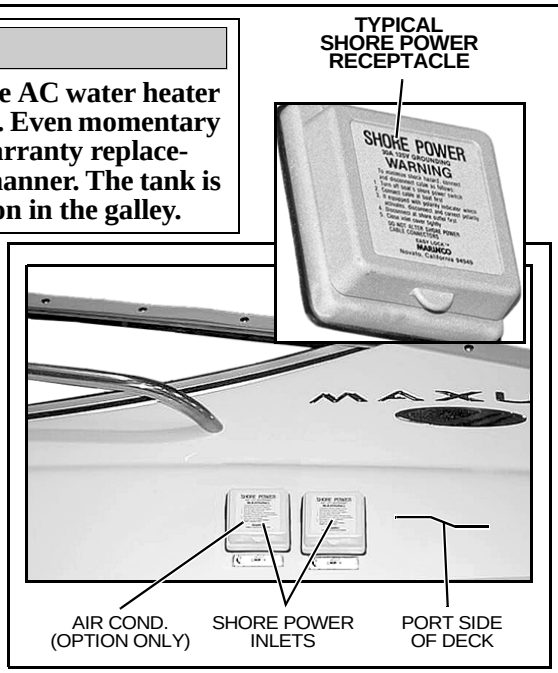
Shore Power/120 Volt AC System

One 120v/30 amp shore power receptacle is installed on your boat. If your boat is equipped with an optional air conditioning system, a second 30 amp inlet has been installed next to the existing shore power inlet. When both inlets are installed, the inlets are labeled line 1 and line 2, which corresponds to the line 1 and line 2 master breakers on the AC panel. This system is designed so that each line operates independent of each other.

⚠ CAUTION

***WATER HEATER DAMAGE HAZARD!* - DO NOT energize the AC water heater electrical circuit until the heater is *completely* filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner. The tank is full if water flows from the tap when the hot water is turned on in the galley.**





⚠ DANGER!

FIRE, EXPLOSION & SHOCK HAZARD!

- ***Do not* alter shore power connectors and use only compatible connectors.**
- **Before connecting to shore power, ensure all breakers and switches on the AC master panel are in the OFF position.**
- **To prevent shock or injury from an accidental dropping of the "hot" cord into the water, always attach the shore power cord to the boat inlet first; then to the dockside connection. When disconnecting the shore power cable, always disconnect the shore power cable at the dockside outlet first.**
- **Close the shore power inlet cover tightly when not in use.**

⚠ WARNING!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **You must monitor the polarity indicator lights every time you connect to shore power.**
- **When connecting to shore power and you encounter reversed polarity light (<u>red</u> colored), *do not* energize the main breaker switches. Instead, *immediately* disconnect the shore power cord (always from the dockside receptacle first) and notify marina management.**

⚠ CAUTION!

SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!

- **N*ever* connect dockside power to your boat outside North America unless you have purchased the international electrical conversion option.**
- **Use double insulated or three-wire protected electrical appliances whenever possible.**

NOTICE

Some dockside installations may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters. Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.

Connecting To Shore Power

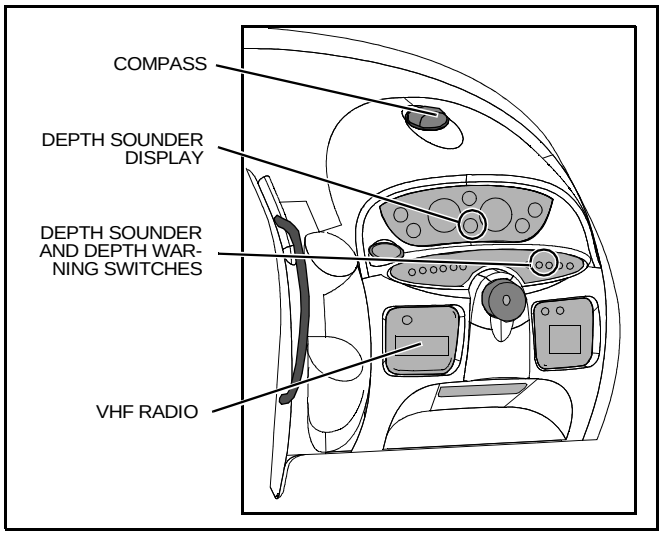
1. Monitor the AC panel's polarity indicator lights:
   - A *<u>green</u>* light illuminating after the power cord is plugged into the boat's external power receptacle indicates acceptable electrical power. You may energize the master breaker switch.
   - A *<u>red</u>* light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, *do not* energize the master breaker switch (see previous warning).
2. Activate the AC system by switching the shore power master breaker to the SHIP/SHORE (dockside) position.
3. Energize individual component breakers as required.

NOTICE

- **If your boat is equipped with two shore power inlets, the AC panel will have two master breakers installed, labeled line 1 and line 2 which corresponds to line 1 and line 2 shore power inlets. The system is designed so that each line works independent of each other.**
- **AC Voltage can be read on the AC panel's voltmeter.**

Navigation & Communication Equipment

The owner's packet contains operation manuals for all navigation & communication equipment installed on your boat. Thoroughly read and understand these manuals before using these systems. Additionally, read the following warnings carefully and follow all safety instructions.



VHF Radio

The VHF (Very High Frequency) radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission). Be sure to contact the FCC for licensing, rules and regulations concerning VHF radio usage.

Compass

NOTICE

Compass accuracy can be affected by many factors. Have a qualified technician calibrate your compass. Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations. Keep a copy of the deviation card at the helm.

Depth Sounder

⚠ WARNING!

- ***Do not* use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.**
- **When the boat is moving, submerged objects will not be seen until they are already under the boat. Bottom depths may change too quickly to allow time for the boat operator to react. If you suspect shallow water or submerged objects, operate the boat at very slow speeds.**

Audio & Visual Equipment

All audio and visual equipment installed on your boat have separate instruction sheets or manuals that explain their operating procedures in detail.

NOTICE

AM radio reception may be impaired anytime the engines are running.

Navigation and Interior Lights

Read the navigation light section of the owner's manual. The navigation and interior lights supplied with your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

- There may be a tripped breaker - *Reset the breaker on the breaker panel located below the steering wheel.*
- The bulb may be burned out - *Carry spare bulbs for replacement.*
- The bulb base may be corroded - *Clean the base and coat it with non-conductive electrical lubricant.*
- A wire may be damaged or may have come loose - *Repair as required.*

⚠ CAUTION!

- **Avoid the storage of gear where it would block navigation lights from view.**
- **Be conservative in the use of battery power. Prolonged operation of cabin interior lights (overnight) will result in a drained battery.**

Appliances

All appliances installed on your boat come with their own manuals that explain detailed operating instructions and important safety information. Thoroughly read and understand these manuals before attempting to operate your boat's appliances.

- Appliances operate on 120 volt AC power, which can only be supplied from shore power. Make sure the AC panel breaker is activated for the appliance you wish to turn on.
- Always keep an approved ABC-type fire extinguisher in galley area.

Alcohol/Electric Stove

⚠ WARNING!

SCALDING & FIRE HAZARD!

- **DO NOT operate the stove unless you have read the owner's manual from the manufacturer.**
- **The stove manufacturer's instructions and safety suggestions *must* be followed closely to avoid serious burns and to prevent creating fire hazards.**
- **DO NOT touch stove burners or grates since they may be hot even when they are dark in color. Areas near burners and grates may also become hot enough to cause burns. Do not touch or let clothing or other flammable material come in contact with heated units, or areas near the units, until they have had sufficient time to cool.**
- **DO NOT operate the stove while underway.**

⚠ CAUTION!

***SYSTEM DAMAGE HAZARD!* To prevent overheating, which can destroy the electric burner elements, *never* attempt to use both alcohol and electric burners simultaneously.**

Propulsion

Engine

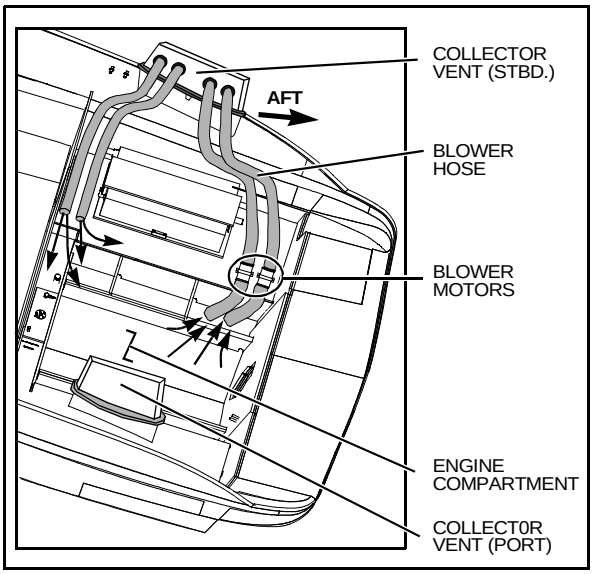
The owner's packet contains detailed engine operation and maintenance manuals. Be sure to read and understand these manuals *before* operating or performing maintenance to the engine. The engine compartment can be accessed through the aft cockpit hatch.

Engine Room Ventilation System

The bilge blowers remove fumes from the engine compartment and draw fresh air into the compartment through the deck vents.

To ensure fresh air circulation, operate the bilge blowers:

- At least four minutes prior to starting the engines.
- During engine starting.
- Anytime your boat is operating below cruising speed.



⚠ WARNING!

EXPLOSION HAZARD!

Operation of the blower system is not a guarantee that explosive fumes have been removed. If you smell any fuel, do not start the engines. If the engines are already running, immediately shut off the engines and all electrical accessories and investigate. *Do not* obstruct or modify the ventilation system.

⚠ CAUTION!

SYSTEM DAMAGE HAZARD!

The engine cooling system's seacocks must be in the *open* position before engine is started and while the engine is operating.

Fuel System

Carefully read the fuel sections of the owner's manual and the engine operation manual, paying special attention to the subject of fueling instructions and fuel recommendations.

⚠ WARNING!

FIRE, EXPLOSION AND OPEN FLAME HAZARD!

- **It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.**
- **The fueling instructions in the owner's manual and the fuel recommendations in the engine operation manual MUST be followed.**

⚠ CAUTION!

Avoid the storage or handling of gear near the fuel lines, fittings and tank.

Fuel Quality

- Make sure your fuel suppliers are reputable and can be relied upon to furnish clean, high quality fuel. Once you have found such suppliers, keep your tank as full as possible with their fuel (allowing for expansion due to temperature variations). Then, if you are forced to add a potentially poor quality fuel supply to the tank, the portion of poor quality fuel will be minimized.
- Consult your dealer or local marina about fuel additives that help prevent fungus or buildup inside the fuel tank.

Fuel Fill Location

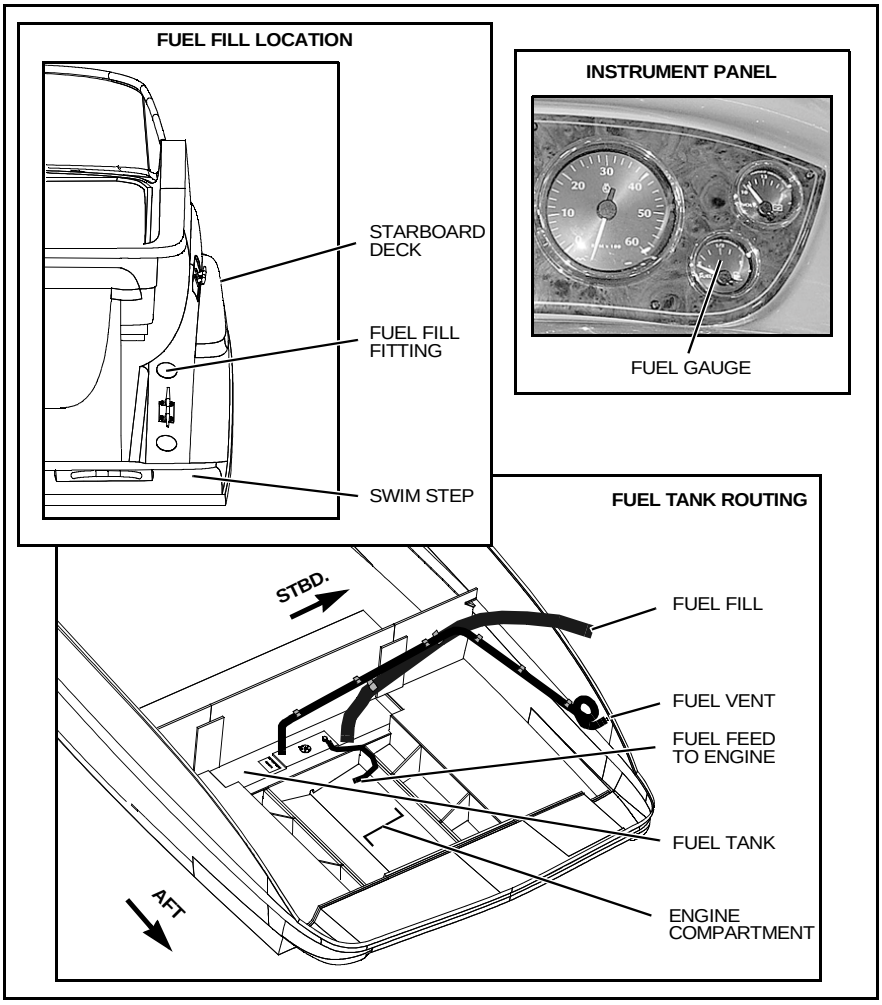
The Fuel fill is located on the starboard aft deck and marked “GAS” (see illustration on the right). If you experience difficulty when filling a fuel tank, check to see that the fuel fill and vent lines are free of obstructions and kinks.

Fuel Filters

All tanks are equipped with a fine mesh screen filter on the fuel pickup tube (located inside or on the outside of the tank). In addition, when supplied by the engine manufacturer, a filter is installed on the engine. Fuel filters should be replaced periodically to ensure they remain clean and free of debris. Consult your selling dealer or local marina concerning fuel additives that help to prevent fungus or buildup in your fuel tank.

Anti-Siphon Valves

Your boat is equipped with an anti-siphon valve, which is an integral part of the barb fitting on the fuel tank where the neoprene fuel line attaches. The valve is spring loaded and is opened by fuel pump vacuum. These valves will prevent fuel from siphoning from the tank in the event of a fuel line rupture.



⚠ WARNING!

FIRE & EXPLOSION HAZARD! **If an engine problem is caused by fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, shut down the engine and replace it. Except in a crisis, *never* operate the engines without the anti-siphon valve.**

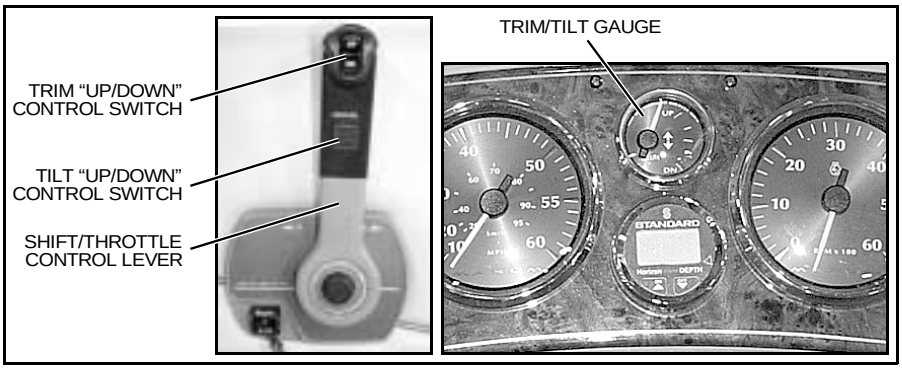
NOTICE

Discharge of fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

Power Trim and Tilt

The stern drive on your boat is equipped with power trim and tilt.

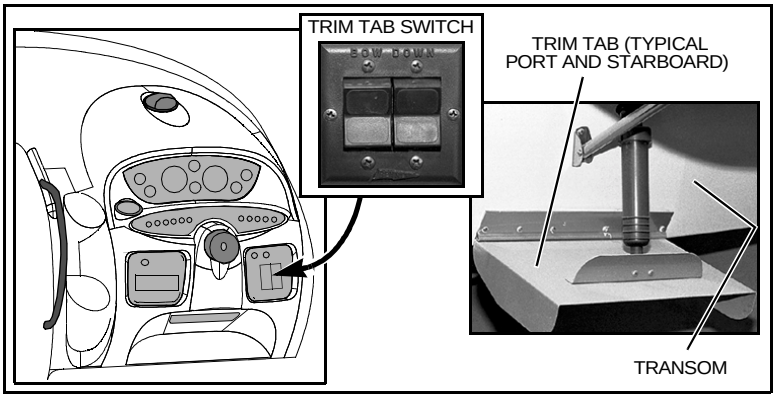
The engine operation and maintenance manual in your owner's packet describes proper power trim and tilt operation.



Trim Tabs

The trim tabs may be used to help keep your boat level at cruising speeds.

The trim tabs are controlled by two rocker switches at the helm. Before using the trim tabs read and understand the trim tab operation manual included in your boat's owner's packet.



Observe the following:

- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat. Perform trim tab adjustment with several short touches to the switch rather than one long one. After each short touch allow several seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment. The fluid level must be checked periodically (at least once a year) and refilled as necessary.

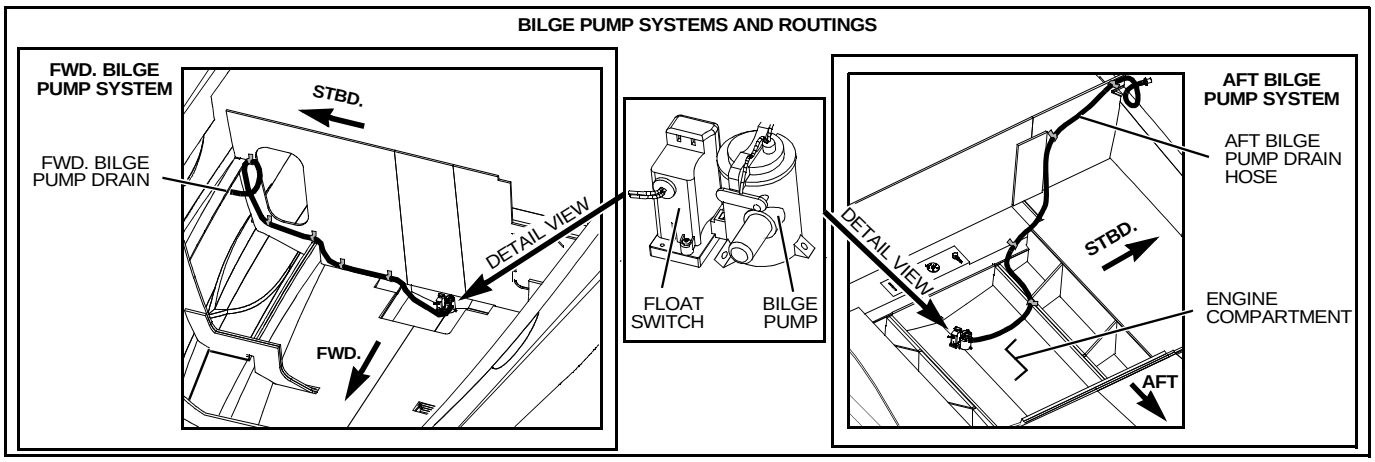
⚠ WARNING!

LOSS OF CONTROL HAZARD!

- **Improper use of trim tabs will cause loss of control! *Do not* allow anyone unfamiliar with trim tabs to operate them.**
- ***Do not* use trim tabs in a following sea as they will cause broaching or other unsafe handling characteristics.**
- ***Do not* use trim tabs to compensate for excessive unequal weight distribution.**

Bilge Pumps

Your boat is equipped with two impeller-type bilge pumps. The bilge pumps are automatically controlled by float switches (see"Autofloat Switches"on the next page). The bilge pumps can also be controlled by switches on the dash.



NOTICE

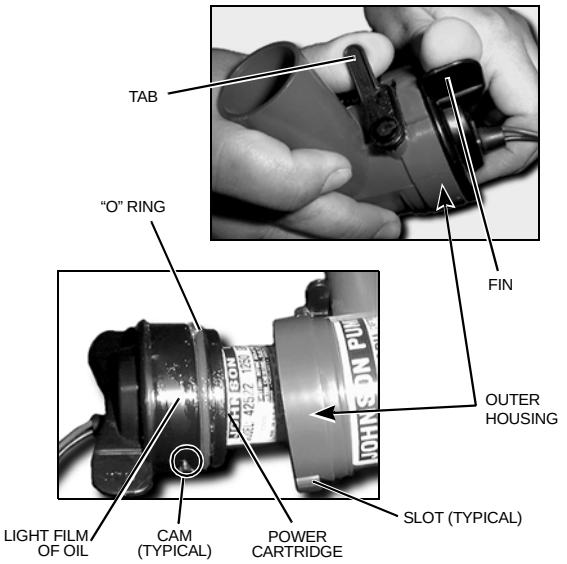
Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

Bilge Pump Testing

Bilge pumps must be checked often to verify that they are working properly. To test a bilge pump's operation, activate the dash-mounted switch and verify that water from the bilge is pumped overboard. If bilge water is present and the pump motor is running but *not* pumping, inspect the discharge hose for a kink or collapsed area. If no problems are found, check the bilge pump housing for clogging debris as follows:

1. Remove the power cartridge:
   a. Lift the tab while rotating the fins counterclockwise.
   b. Lift out the power cartridge.
   c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
   a. Make sure the "O" ring is properly seated.
   b. Coat the "O" ring with a light film of vegetable or mineral oil.
   c. Align the two cams on either side of the power cartridge with the two slots on the outer housing and press the power cartridge into the housing while twisting clockwise. To ensure proper reinstallation, attempt to twist the fins counterclockwise without lifting the tab; the cartridge should stay in place.

TYPICAL BILGE PUMP COMPONENTS



Autofloat Switches

Automatic bilge pumps use electromagnetic float (autofloat) switches to automatically activate the pump whenever water accumulates above a preset level in the bilge. An autofloat switch is mounted next to the bilge pump it activates, and is wired directly to the battery so it will normally function even when the boat is completely shut down and left unattended. Autofloat switches must be tested often for proper operation as follows:

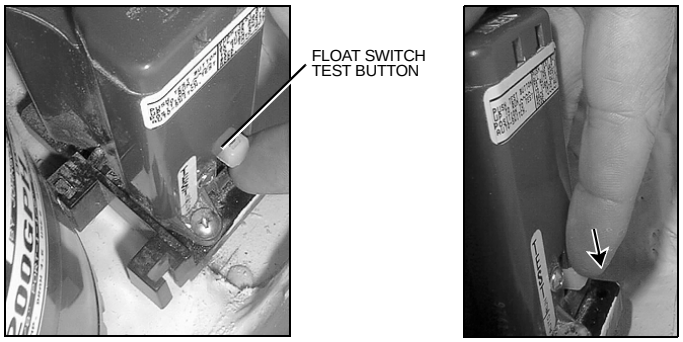
Float Switch Testing

1. Push the float switch test button *up* to activate the bilge pump.
   If the pump does not turn on, check the inline fuse. If the fuse is good but the switch doesn't work, it may indicate a bad switch or possibly a low battery.
2. Push the test button all the way down to return the float switch back to auto mode.

⚠ CAUTION!

After the float switch test has been completed, you MUST push the test button all the way down to return the switch back to auto mode!

TYPICAL FLOAT SWITCH TEST

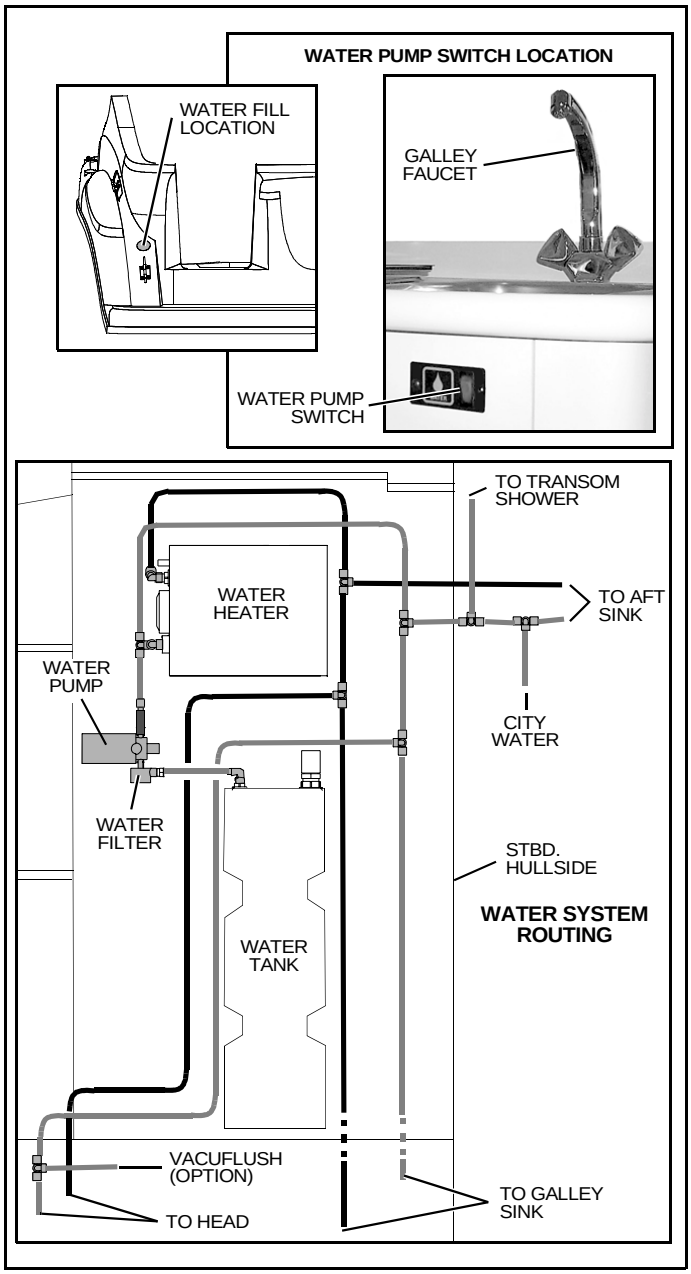


FLOAT UP - TEST MODE
*BILGE PUMP SHOULD TURN **ON***

FLOAT DOWN - AUTO MODE
*BILGE PUMP SHOULD TURN **OFF***

Freshwater Systems

- Your boat is equipped with a pressure-demand freshwater (potable) system. These pressure type (demand) systems operate when the water pump switch (located below the galley sink, see photograph on the right) is in the ON position.
- The water pump's DC breaker must be turned ON to use freshwater.
- The water pump's DC breaker should be turned OFF when any of the following occurs:
  - 3 When the boat is not in use.
  - 3Whenever the water tank is empty.
- The water tank fill fitting is located on the starboard deck, forward of the ventilation louver (see illustration on the right).
- Drain the freshwater system in winter months and when not in use to prevent damage and to keep stored water from becoming stagnant and distasteful. Should it become necessary to disinfect the freshwater system, ask your dealer about treatments available for your boat's system
- The water filter, located on the water pump, should be inspected and cleaned often.
- The water tank is located on the port side of the engine compartment.



Transom Shower

Your boat is equipped with a transom shower. Please read and follow the manufacturer's operating instructions, supplied in your boat's owner's packet.

Water Heater

- The water heater is located on the port side of the engine compartment.
- The water heater is connected to the AC power system, therefore, you must verify that the water heater breaker on the AC panel is turned ON before water will be heated.
- Be sure to read the manufacturer's instruction manual supplied in your boat's owner's packet and observe the following warnings.

⚠ WARNING!

HOT HAZARD! **Water heated by the water heater can reach temperatures high enough to scald the skin.**

⚠ CAUTION!

WATER HEATER DAMAGE HAZARDS!

- **DO NOT energize the AC water heater electrical circuit until the heater is *completely* filled with water. Even momentary operation in a dry tank will damage the heating elements. Warranty replacements *will not* be made on elements or tank damaged in this manner. The tank is full if water flows from the tap when the hot water is turned on in the galley.**
- **The water heater should be drained and the power turned OFF when the possibility of freezing exists.**

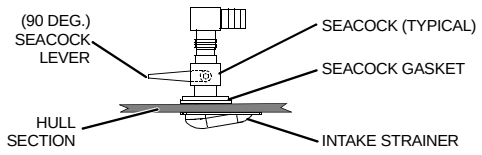
Raw Water Systems

Seacocks

Seacocks are valves which are typically used to manage the intake of raw water through the hull below the water line (raw water intake seacocks). Seacocks may also be used to discharge waste or water through the hull below the water line (discharge seacocks).

Seacocks are controlled by a 90º lever and are used on your boat in the following raw water intake/discharge systems: air conditioning system and some marine head (toilet) systems.

SEAWATER INTAKE VALVE (SEACOCK) COMPONENTS (TYPICAL)



⚠ CAUTION!

SYSTEM DAMAGE HAZARD!

- **Before using a seawater intake system, verify that the system's seacock is in the OPEN position before the system is started and keep the seacock *open* until the system is shut off.**
- **Close seacocks whenever systems will not be used for long periods of time.**

Raw Water Strainers

Raw water strainers are used in water pickup systems to filter incoming raw water. The typical layout is one strainer for each of the following: Engine, and optional air conditioning system. Raw water strainers are located near raw water intake valves (seacocks) and should be checked every time you use your boat for leaks and/or debris. If debris is found, clean the raw strainer as follows:

⚠ CAUTION!

- ***FLOODING HAZARD!* The seacock that sends raw water to the strainer must be CLOSED before disassembling the raw water strainer to prevent the boat from taking on water through the raw water strainer assembly. Keep the seacock CLOSED until the raw water strainer is completely reassembled.**
- ***SYSTEM DAMAGE HAZARD!* After reassembling the raw water strainer, verify that the seacock valve is OPEN before energizing the component/system.**

1. Make sure the component/system (engine, air conditioning) that the strainer is connected to is turned OFF.
2. Close the seacock that sends raw water to the strainer you are about to clean. The seacock must remain closed until the strainer is completely reassembled.
3. Take apart the raw water strainer.
4. Remove debris.
5. Flush strainer with water.
6. Reassemble the raw water strainer.
7. Open the seacock and check for leaks around the strainer. If no leaks are found, you may activate the component or system.

Marine Head Systems

Your boat comes equipped with a marine head (toilet) and waste holding tank system. Be sure to read the manufacturer's operation and maintenance manual (included in your boat's owner's packet).

- Waste is routed directly from the head to the holding tank.
- The holding tank is plumbed to a fitting on the aft deck for dockside pump-out and, if equipped, to a macerator pump for pumping waste directly into the water through a discharge seacock (where regulations permit).
- You can determine the content level of the holding tank by looking at the tank (located on the starboard side of the bilge). We advise emptying the holding tank at every opportunity.

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.

Manual Flush Head System

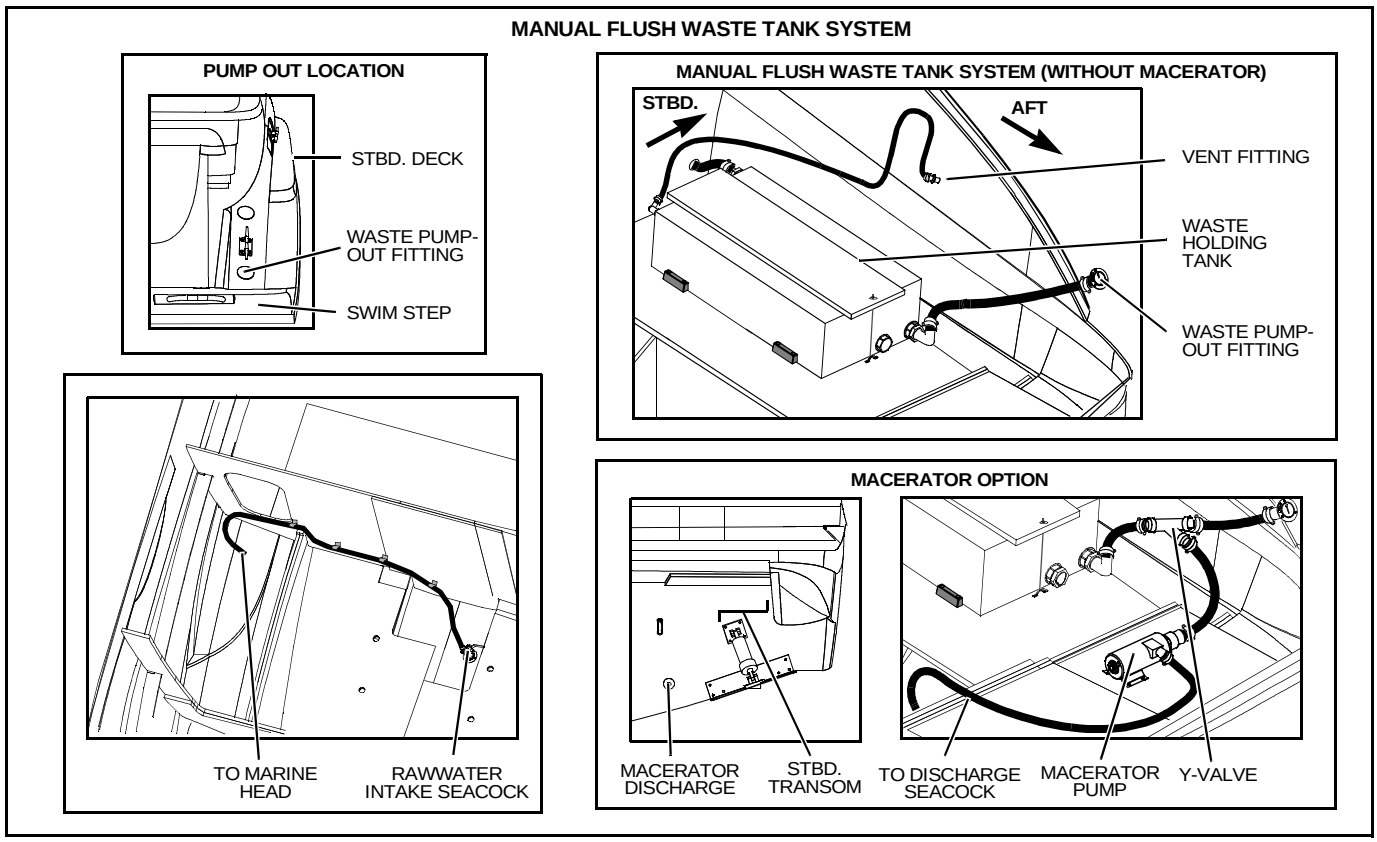
The marine head installed on your boat uses seawater to flush waste from the toilet. The seawater intake valve (seacock) is located under the removable entry step in the cabin.

Operating the manual flush marine head:

8. Open the head's seawater intake valve (seacock).
9. Before using the head, pump enough water into the bowl to wet the sides.
10. After use, pump until the bowl is thoroughly cleaned. Continue pumping a few more times to clean the lines. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.

If you are unable to pump water into the bowl, the probable cause is debris in the pump diaphragm. To remedy this, shut off the seawater intake valve (seacock) and dismantle the pump. The pump is generally held together with six screws (the design is simple and the problem will be obvious when the pump body is split open).

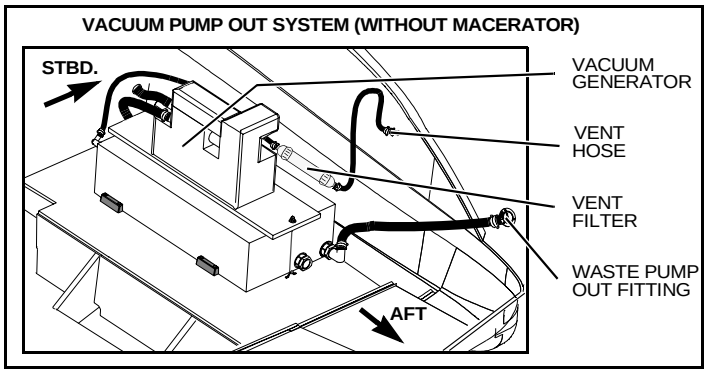
To winterize the head, shut off the intake seacock and pump until the bowl is dry. Remove the drain plug in the base and pump again to remove all of the water. Do not fill the bowl with anti-freeze. The intake seacock should be left closed while the boat is underway or whenever the boat is left moored in the water.



Vacuflush Marine Head System (Option)

The **optional** vacuflush system includes a vacuum generator and waste tank vent filter. Please refer to the manufacturer's operation and maintenance manual (included in your boats owner's pack).

- The vacuflush system uses freshwater (refer to the fresh water section in this manual) and the vacuum generator to flush waste from the toilet directly into the holding tank.
- If the system is equipped with a macerator pump, waste may be pumped from the holding tank into the water through an underwater discharge seacock (where regulations permit). The macerator switch is located at the helm station.
- If your boat doesn't include a macerator, waste can only be pumped out of the tank to the receptacle on the deck for dockside pump-out only.



Sink & Shower Drain Systems

Gray water (water from sinks and showers) above the waterline is gravity drained overboard, while gray water below the waterline is pumped overboard using a sump pump.

The sump box (A), containing the shower sump pump, float switch, and filter is located under the lower removable entry step (B) (see illustration on the right).

Sump Box Cleaning

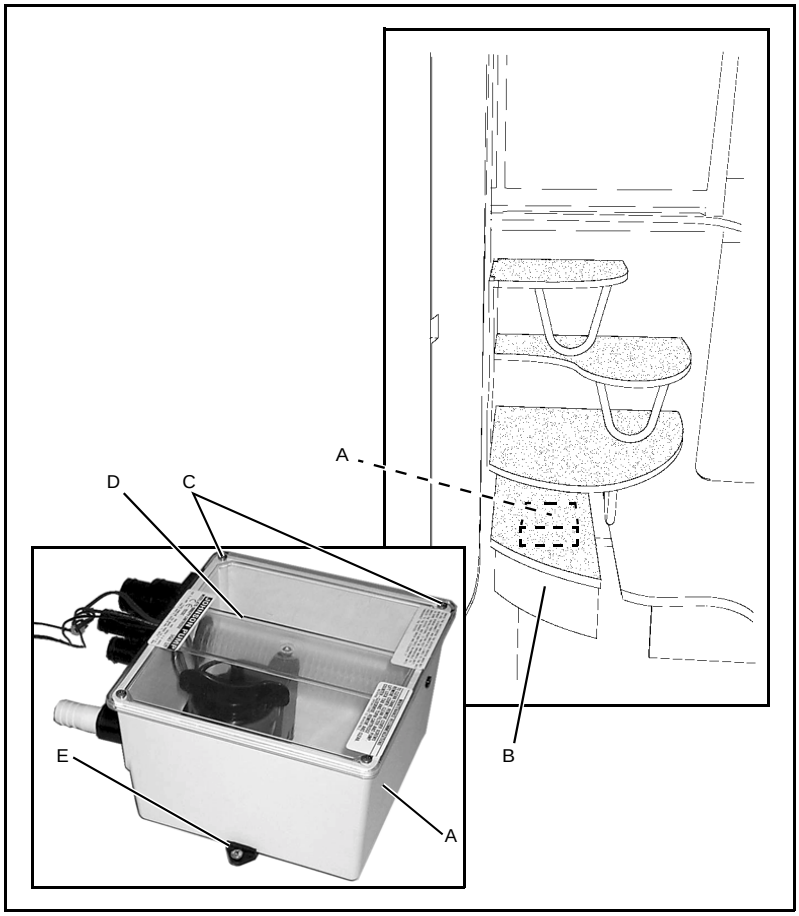
The sump box, filter, and pump should be periodically cleaned of debris as follows:

1. Remove the cover screws (C) and the cover (D).
2. Remove any debris from the box and the filter.
3. Clean the sump pump as outlined in the bilge pump section of this *Supplement.*

Sump System Winterization

Drain the sump pump system in the winter months when not in use.

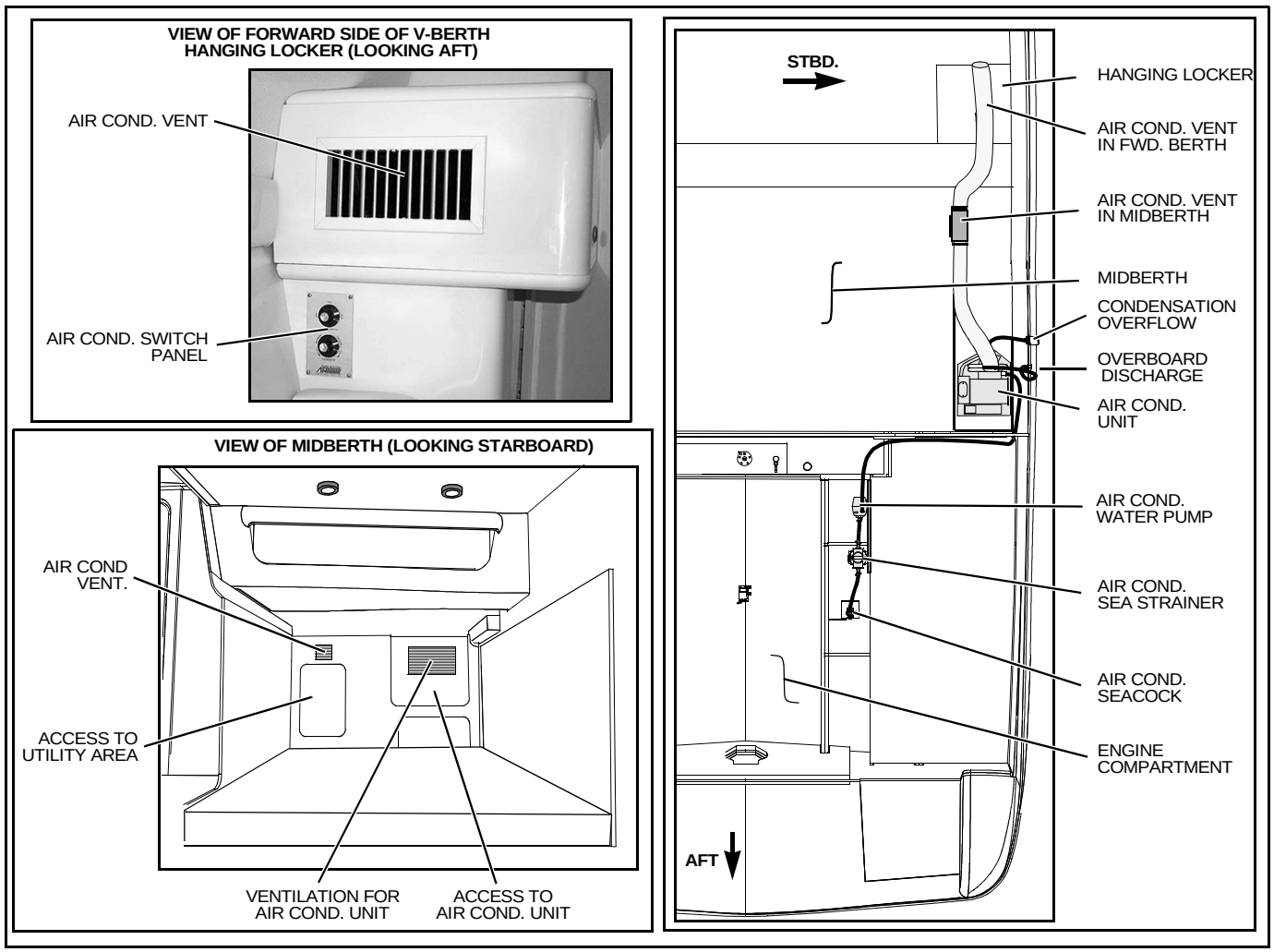
1. Disconnect and drain all lines to the unit.
2. Remove the screws from the mounting feet (E) and drain the system.
3. Reinstall the screw in the mounting feet and reconnect the system.



Air Conditioning System (Option)

Your boat may be equipped with an optional air conditioning system. For complete operating instructions, be sure to read the air conditioner's manual provided in your boat's owner's packet.

- Before operating the air conditioning unit, make sure the breaker on the AC distribution panel is activated.
- Make sure the air conditioning system's seawater intake valve (seacock) is OPEN before turning on the air conditioning system.



⚠ CAUTION!

SYSTEM DAMAGE HAZARD! **The air conditioning system's seawater intake seacock *must* remain OPEN anytime the air conditioning unit is in use.**

Deck Equipment

Windshield Wipers

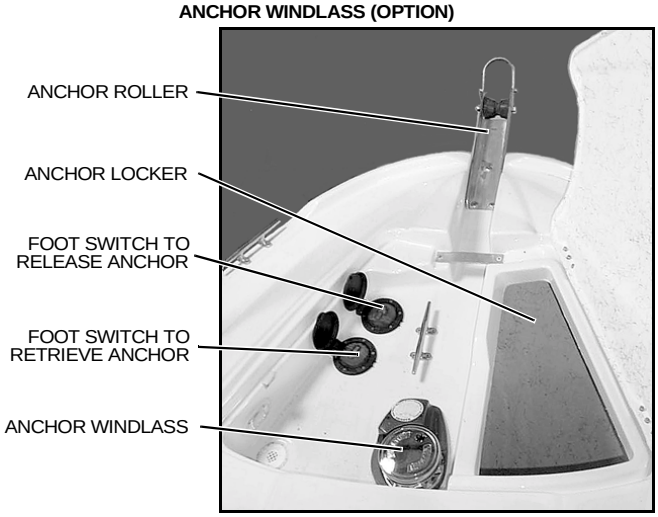
- The windshield wiper switch is located at the helm.
- Periodically, due to wear and environmental exposure, wiper blades should be replaced using a 24” blade refill.
- To improve visibility; keep your windshield clean and regularly apply a good quality anti-rain solution to the exterior panes and an anti-fog solution to the interior panes.

Anchor Windlass (Option)

Your boat may feature an optional anchor windlass. Read and follow the manufacturer’s instruction manual supplied in your boat’s owner’s packet before using the anchor windlass for the first time.

- The windlass can be controlled from a switch at the helm or from the deck foot switches (see illustration).
- Verify that the windlass breaker is activated before using the anchor windlass.
- To haul the anchor, use engine power (*not* the windlass) to move the boat to, and directly above, the anchor. Activate the windlass to disengage the anchor from the bottom by pulling it straight up.

ANCHOR WINDLASS (OPTION)



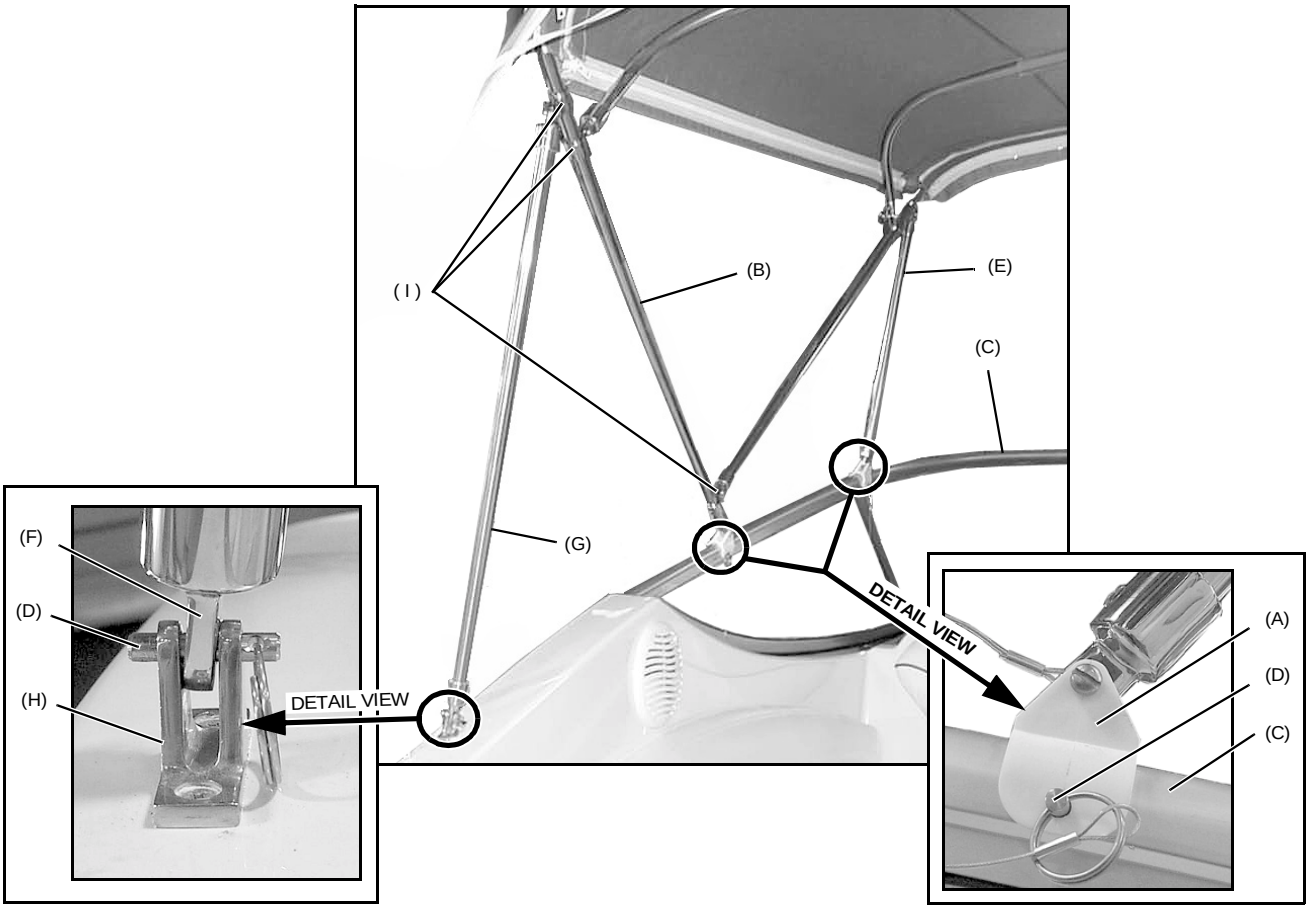
⚠ CAUTION!

***PRODUCT DAMAGE HAZARD! Do not* pull the boat to the anchor using the windlass or continue to operate the windlass if it has stalled or is overloaded.**

Canvas Top Installation

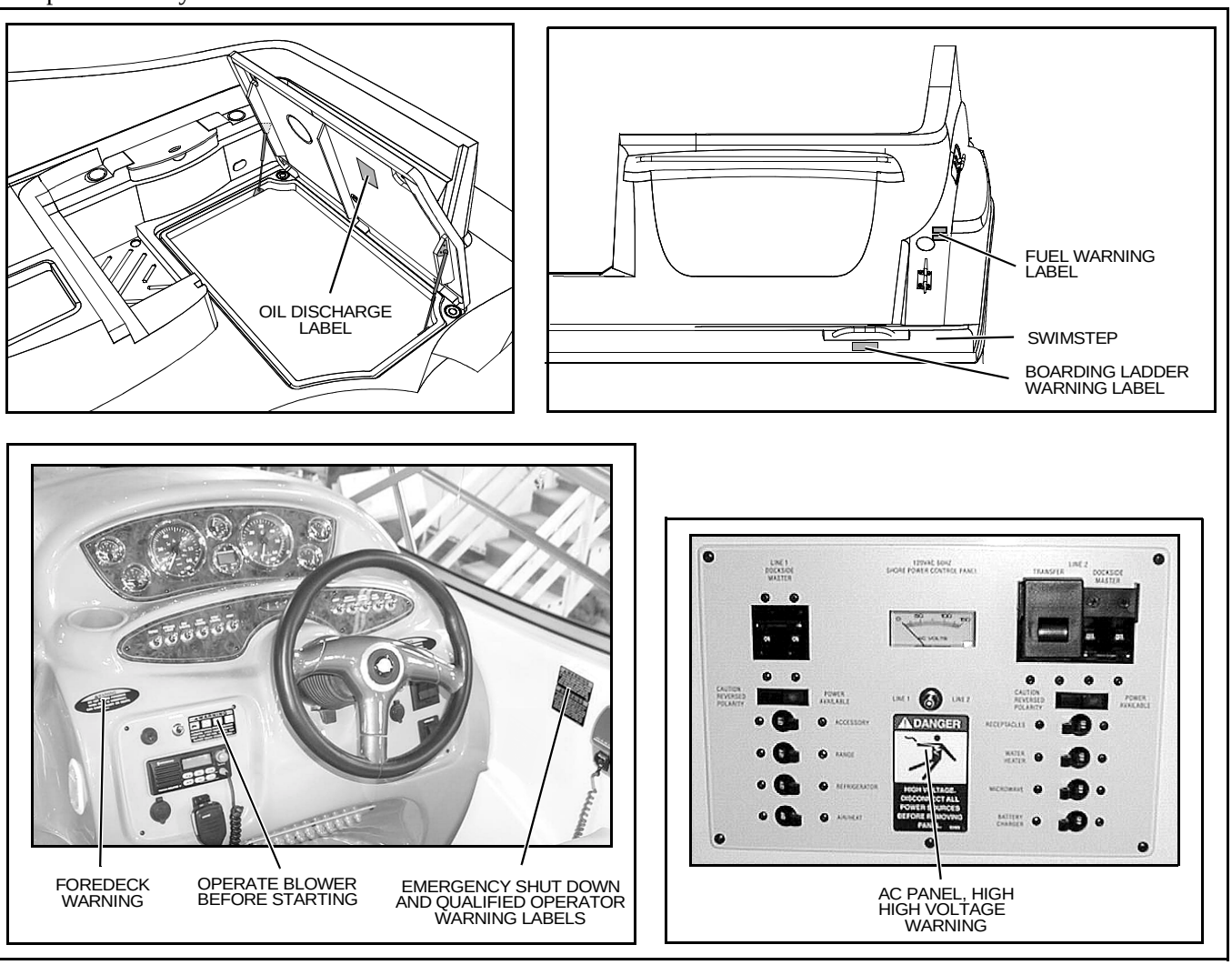
1. Slide the swivel ends (A) of the main bow (B) over the side windshield frames (C) and insert the pins (D).
2. Unfold the canvas top and slide the swivel ends of the forward legs (E) over the windshield frame and insert the pins.
3. Slide the eye ends (F) of the aft legs (G) into the deck hinges (H) and insert the pins.

No adjustments to the bow jaw slides (I) should need to be made as they are preset during manufacturing. Before attempting to adjust the jawslide positions, obtain the correct measurements from your selling dealer.



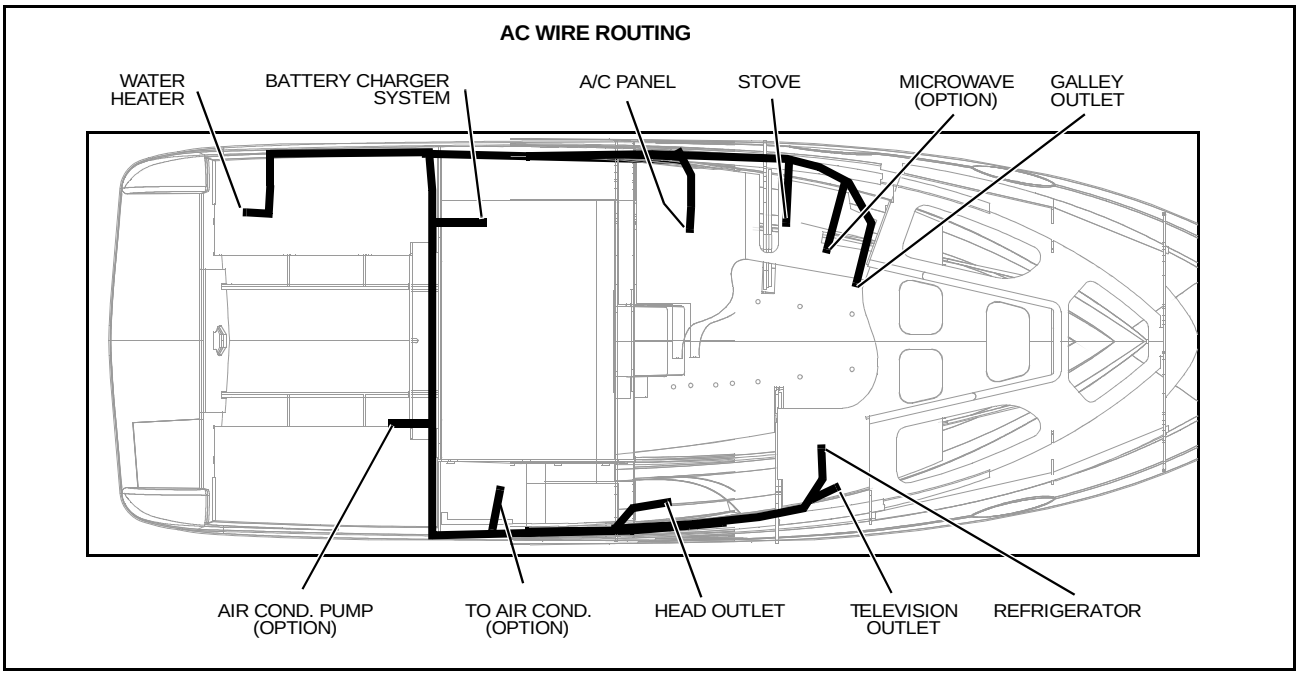
Labels

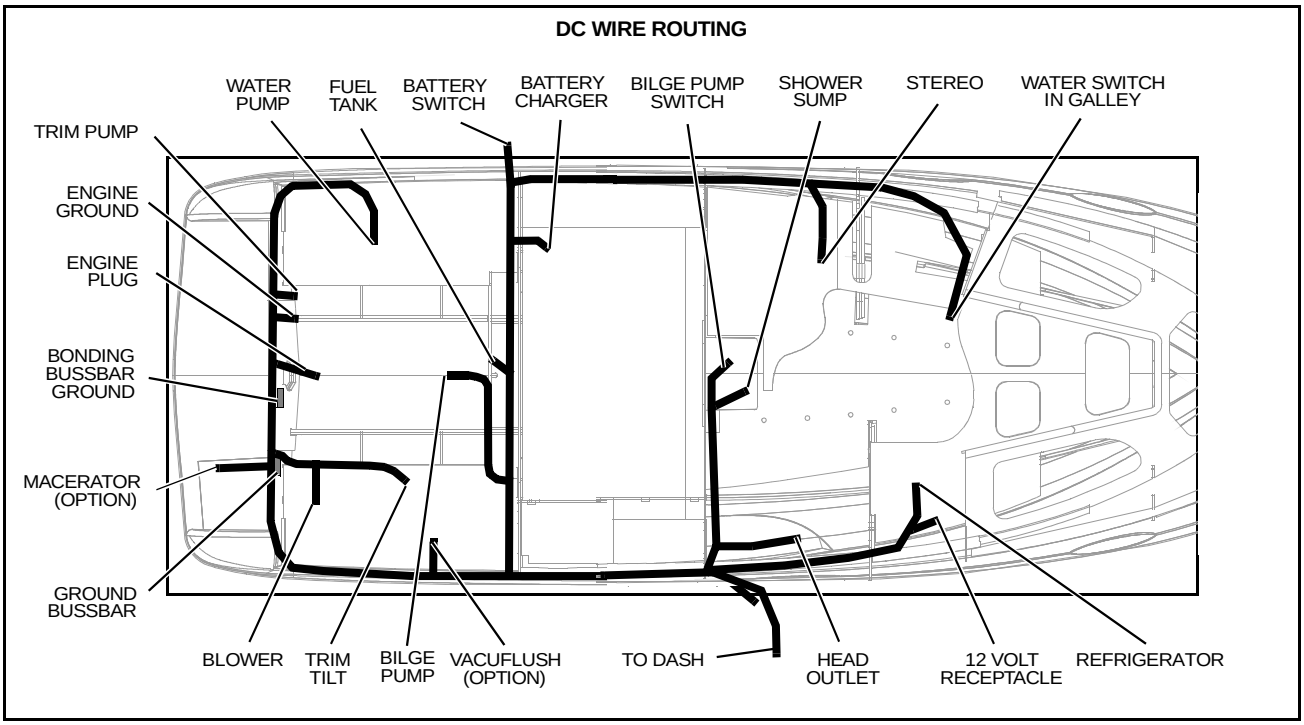
- There are many safety labels that are used throughout your boat to point out potentially hazardous situations. Always follow the safety label instructions and immediately contact your dealer if a label becomes damaged or has been accidently removed.
- Not all safety labels affixed to your boat appear in this section.
- Read the *Owner's Manual* and all component and system manuals included in your owner's packet for other important safety concerns.



Chapter 3: Electrical Routings

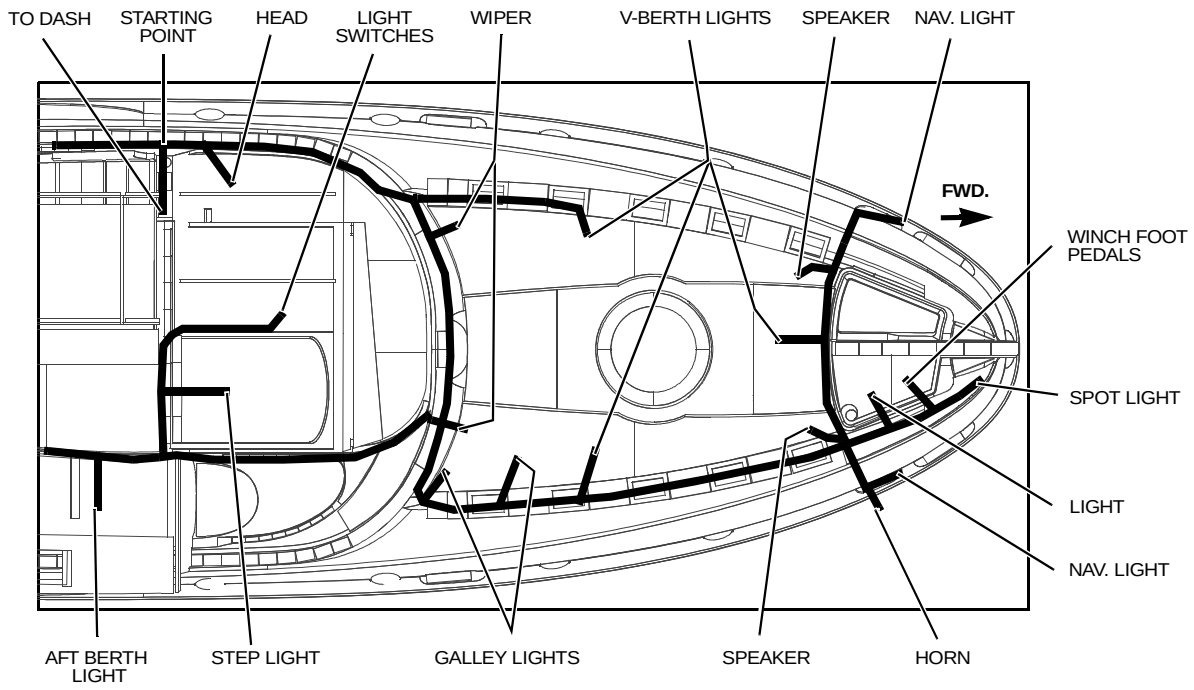
Hull Wire Harness Routings





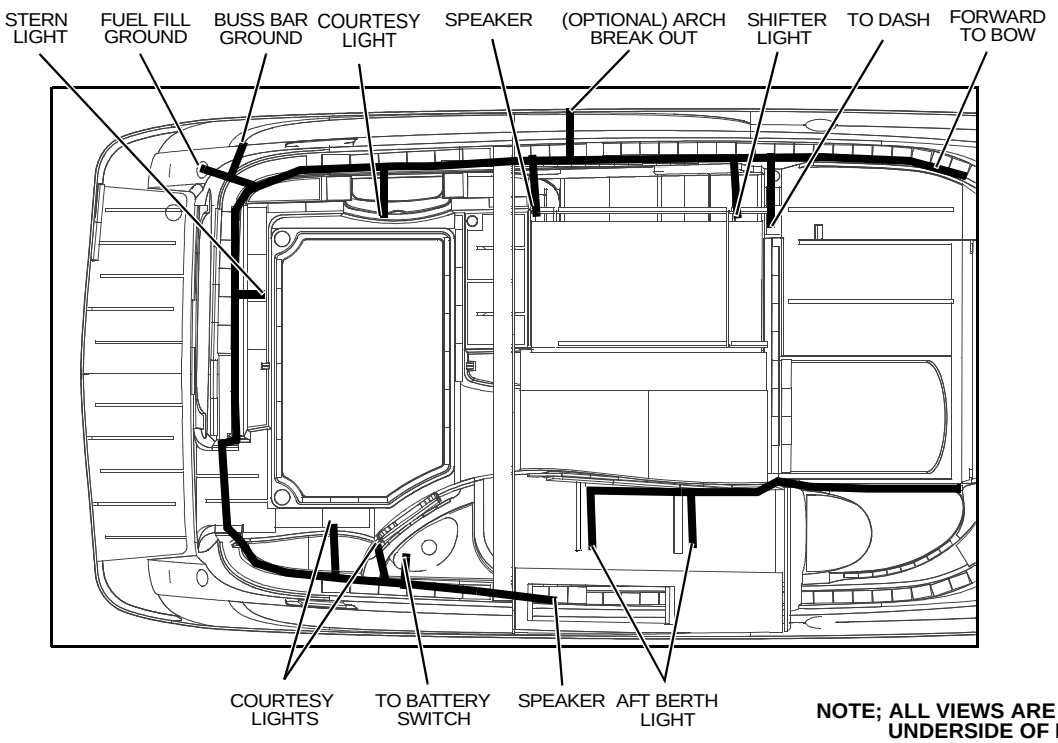
Deck Wire Harness Routings

FORWARD SECTION OF DECK HARNESS



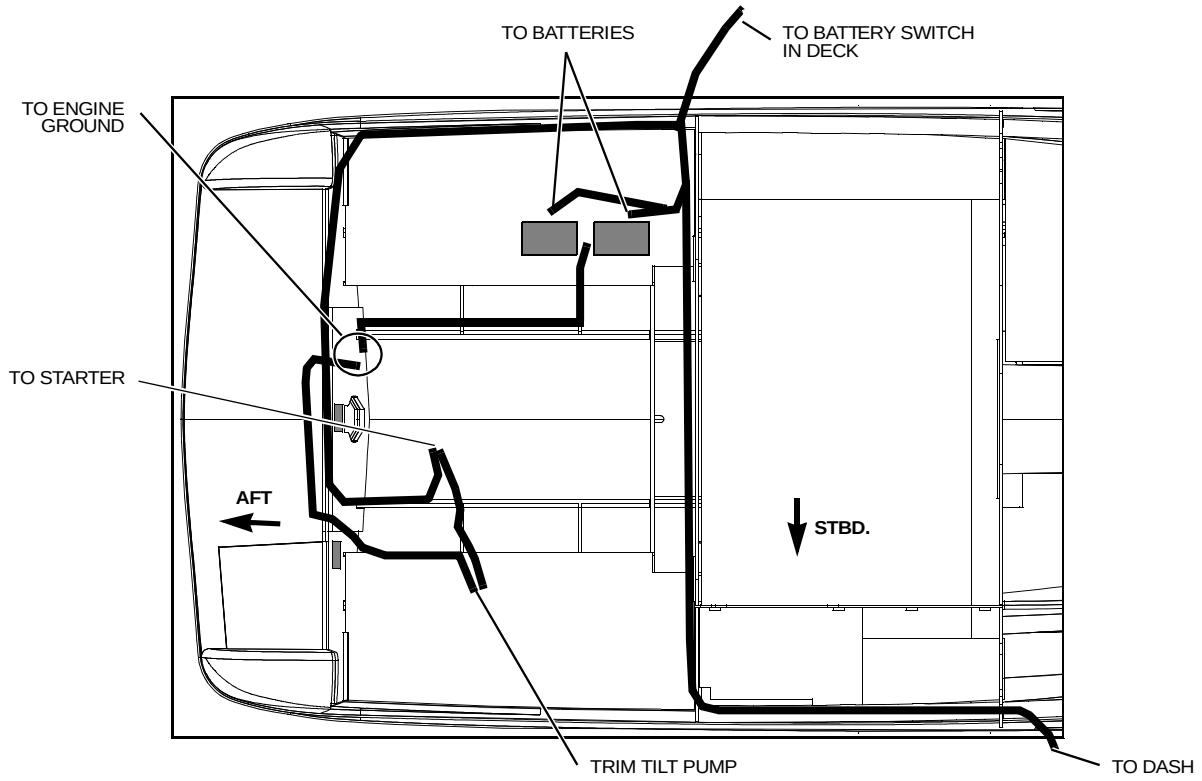
NOTE; ALL VIEWS ARE OF UNDERSIDE OF DECK

AFT SECTION OF DECK HARNESS

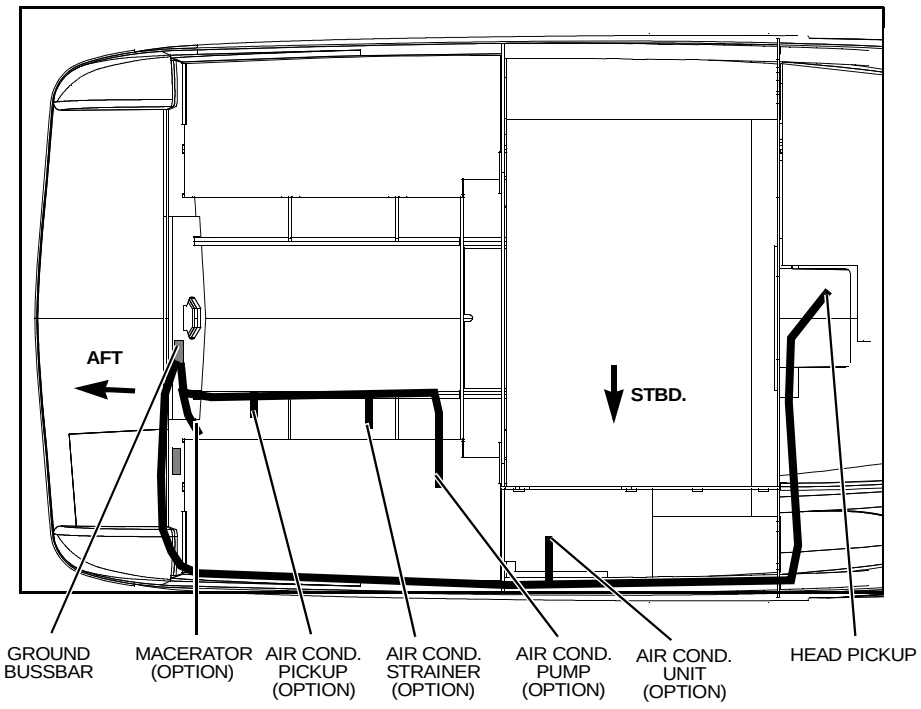


NOTE; ALL VIEWS ARE OF UNDERSIDE OF DECK

Battery Cable Routings



Bonding Harness Routings

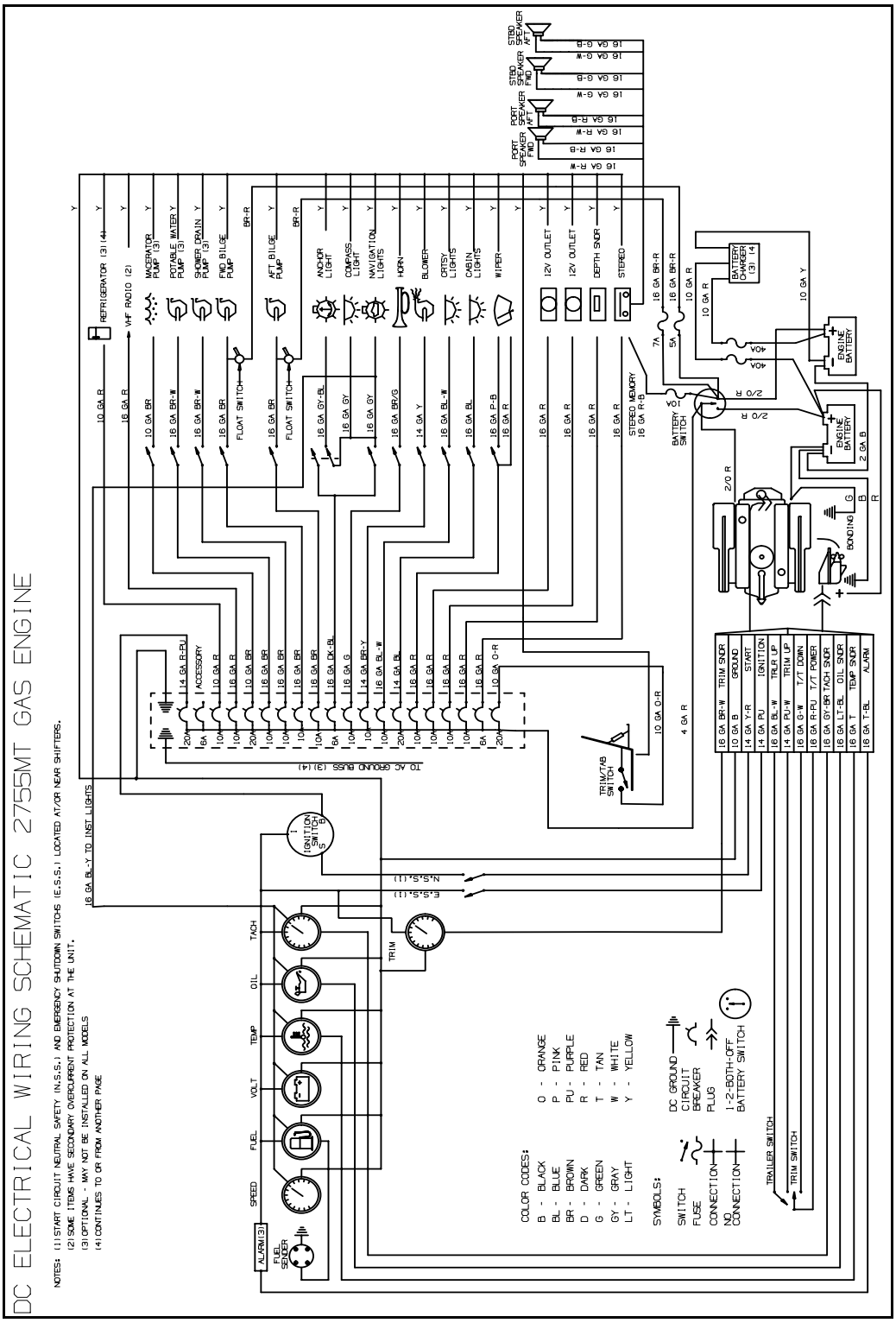


Wiring Schematics

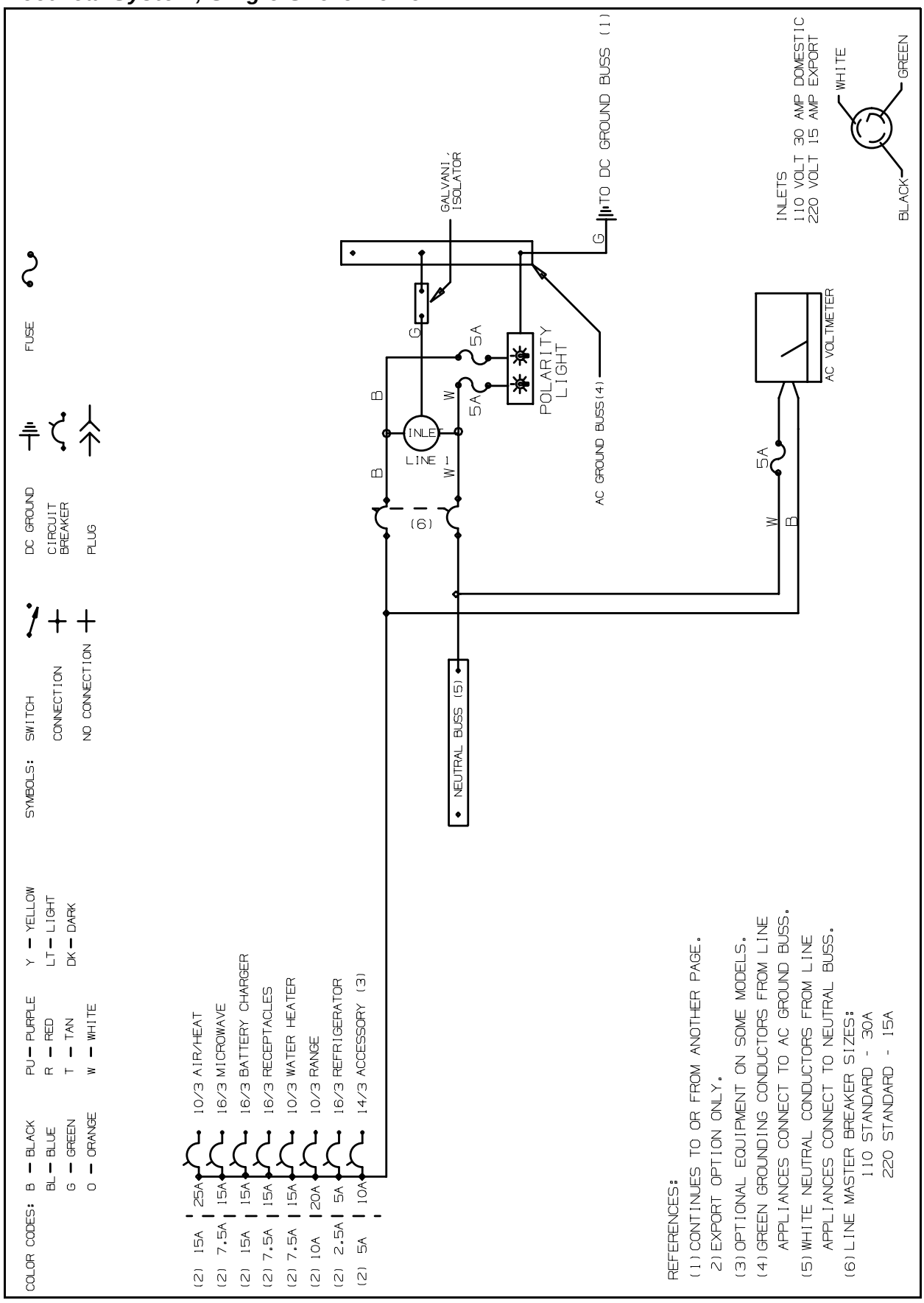
NOTICE

- **Wiring diagrams may show *optional* equipment not installed on all models.**
- **Some boats may come equipped with silver (-) and copper (+) colored speaker wires or red/black (-) and red/white (+) port speaker wire colors; green/black (-) and green/white (+) starboard speaker wire colors.**

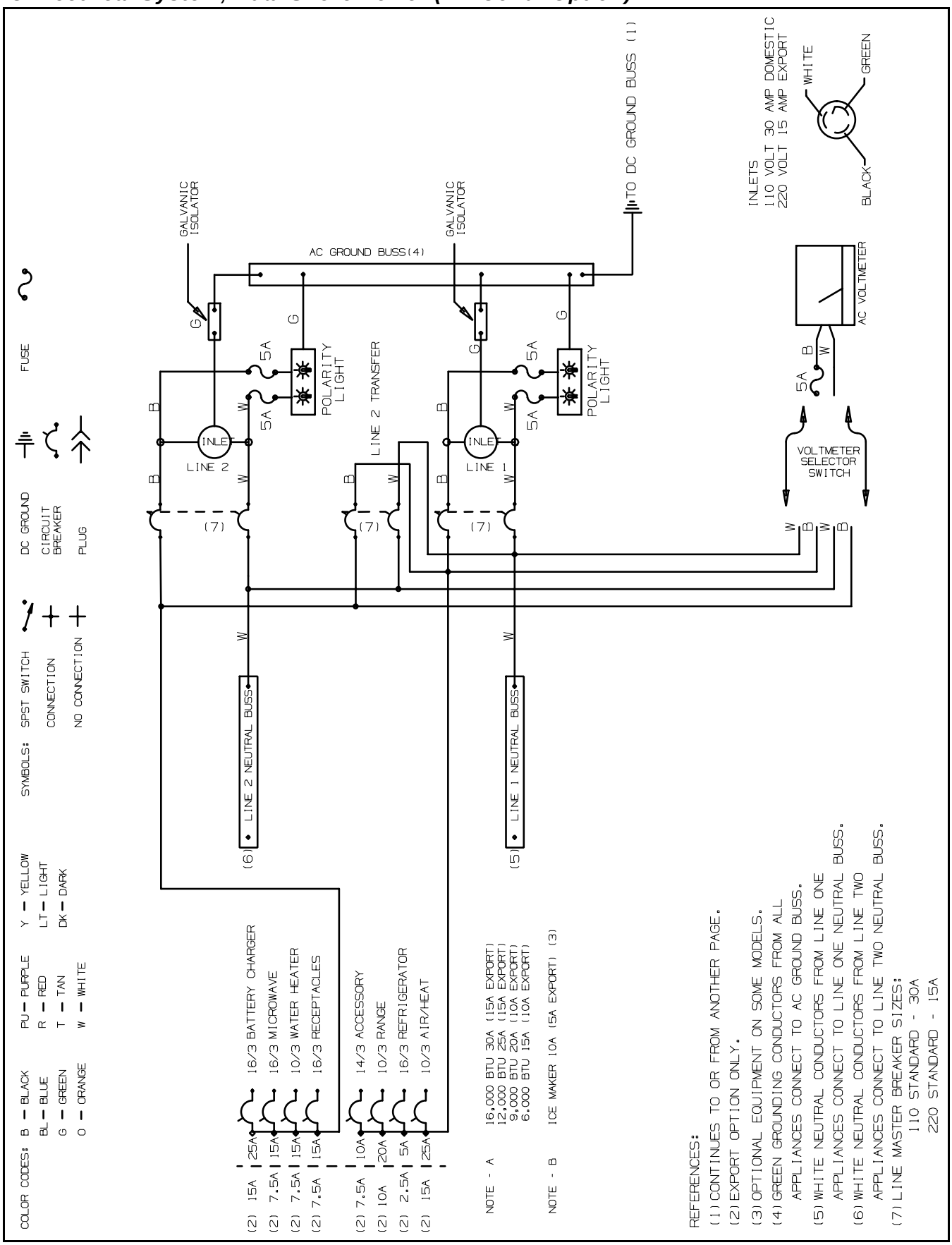
DC Electrical System



AC Electrical System, Single Shore Power



AC Electrical System, Dual Shore Power (Air Cond. Option)



Appendix A: Limited Warranty

Maxum warrants to the original purchasers of its 2000 and 2001 model boats, purchased from an authorized dealer, operated under normal, noncommercial use that the selling dealer will: (A) Repair any structural hull defect which occurs within five (5) years of the date of delivery; and (B) Repair or replace any parts found to be defective in factory material or workmanship within one (1) year of the date of delivery.

What Is Not Covered

This limited warranty does not apply to:

1. Engines, drive trains, controls, props, batteries, or other equipment or accessories carrying their own individual warranties;
2. Engines, parts or accessories not installed by Maxum;
3. Plexiglass windscreen breakage; rainwater leakage on runabout models; rainwater leakage through convertible tops; minor gelcoat discoloration, cracks or crazing or air voids;
4. Hull blisters that form below the waterline;
5. Normal deterioration, i.e. wear, tear, or corrosion of hardware, vinyl, tops, vinyl and fabric upholstery, plastic, metal, wood, or trim tape;
6. Any Maxum boat used for commercial purposes;
7. Any defect caused by failure of the customer to provide reasonable care and maintenance.

Other Limitations

THERE ARE NO OTHER EXPRESS WARRANTIES ON THIS BOAT. TO THE EXTENT ALLOWED BY LAW:

1. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE IS LIMITED TO THE DURATION OF ONE YEAR.
2. Neither Maxum nor the selling dealer shall have any responsibility for loss of use of the boat, loss of time, inconvenience, commercial loss or consequential damages.
3. Some jurisdictions do not allow limitations on how long any implied warranty lasts, so the above limitation may not apply to you. Some jurisdictions do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This limited warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Your Obligation

In order to comply with regulations, it is essential that your limited warranty registration card be submitted within 30 days of delivery of your boat. Return of the limited warranty registration card is a condition precedent to limited warranty coverage. Before any warranty work is performed, we require that you contact your dealer to request warranty assistance.

YOU MUST GIVE US WRITTEN NOTICE OF YOUR WARRANTY CLAIM PRIOR TO THE EXPIRATION OF YOUR LIMITED WARRANTY AND ALLOW US AN OPPORTUNITY TO RESOLVE THE MATTER.

We require that you return your boat, at your expense, to your selling dealer or, if necessary, to the Maxum factory. You will be responsible for all transportation, haulouts and other expenses incurred in returning the boat for warranty service.

Maxum Marine Corporation
PO Box 6050
Arlington, WA 98223-6050
Phone: 360-435-6534
FAX: 360-403-4235

Part Number 1709065

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